

# **FY-2008/09/10/11 TRANSPORTATION IMPROVEMENT PROGRAM**



## **BAY CITY AREA TRANSPORTATION STUDY (BCATS)**

Final Report

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## **Chapter 1 – Introduction & Outreach**

### **Introduction**

The Transportation Improvement Program (TIP) is an integral part of the planning process for the Bay City Area Transportation Study (BCATS). According to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 and 23 USC 134(a) and (h)/FTA-Sec 8(a) and (h), a TIP must be developed for the Bay City metropolitan area by BCATS in cooperation with the State and transit operators. The TIP must be updated and approved at least every four years by BCATS and the Governor. It must include all projects to be funded under Title 23 and the Federal Transit Administration (FTA). There must be a reasonable opportunity for public comment prior to TIP approval. The TIP must cover a period of not less than 4 years and must include a priority list of projects to be carried out in the first 4 years. The TIP shall be financially constrained and include a financial plan that demonstrates how the projects can be implemented while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds can reasonably be expected to be available may be included. In developing the financial analysis, BCATS shall take into account all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private contributions. The TIP must be consistent with the BCATS 2035 Metropolitan Transportation Plan.

Implementing agencies in the BCATS area include: the Cities of Bay City and Essexville, the Bay County Road Commission and the Bay Metro Transit Authority (BMTA). The Michigan Department of Transportation is the implementing agency for all state highway projects. These agencies have representation on both the Policy and Technical Committees of BCATS. The Technical Committee reviews all project requests. The Technical Committee then forwards a recommended priority list of projects to the Policy Committee for final approval and placement in the TIP. All implementing agencies in the Bay City area have participated in the development of projects and priorities identified in the TIP. In addition, a map of the BCATS area is included on page 3.

Conformity determinations for the TIP are required to demonstrate that emissions from planned actions are consistent with the emissions budgets for the area. Emissions budgets in limited maintenance plan areas may be treated as essentially not constraining for the length of the initial maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the ozone National Ambient Air Quality Standards (NAAQS) would result. The limited maintenance plan for the Bay County area was approved on January 16, 2001. Therefore, the TIP for the Bay City Area Transportation Study for ozone maintenance can be considered to have met the requirement of the emissions budget test.



In addition, approval of the TIP shall be in accordance with the BCATS Participation Plan, which was adopted on June 28, 2006 as part of the approval of the 2035 Metropolitan Transportation Plan. The Participation Plan ensures consideration of Environmental Justice concepts. An Environmental Justice analysis of the TIP can be found later in this document.

The BCATS implementing agencies have indicated that funds are available from the sources indicated to implement the projects listed in the TIP (i.e. non-Federal share will be available). Funds have been included in each agencies approved transportation budget. Furthermore, projects can be funded within available resources.

Project listings for fiscal years 2008, 2009, 2010 and 2011 begin on page 13 of this document.

## **Outreach**

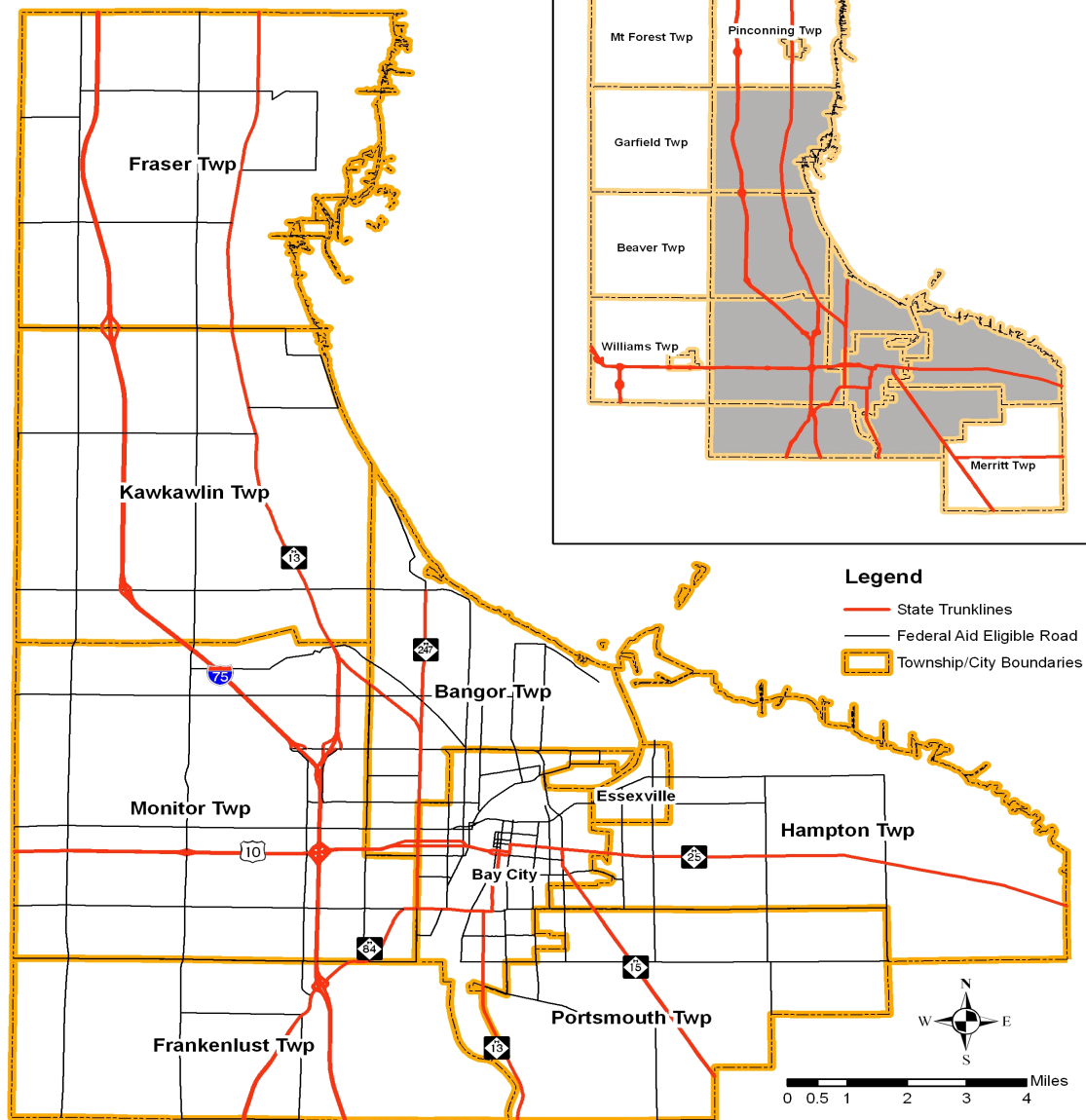
In accordance with the BCATS 2035 Metropolitan Transportation Plan and the Participation Plan, a Public Meeting on the 2008-09-10-11 TIP was held on Wednesday May 30<sup>th</sup>, 2007, at the Alice & Jack Wirt Public Library 500 Center Ave, Bay City MI, 48708.

To solicit public comments for the public meeting, BCATS sent letters to our consultation contact list used for our 2035 MTP informing the public of the projects in the 2008-09-10-11 TIP. This contact list included the Bay City Times which published an article on May 30<sup>th</sup>, 2007 informing the readers of the Public Meeting and listing all of the BCATS projects in the proposed 2008-09-10-11 TIP. No public comments were received at the May 30<sup>th</sup> public meeting.

BCATS also posted the TIP and associated maps and tables on the Bay County Website at [www.co.bay.mi.us](http://www.co.bay.mi.us) under the Transportation Planning Division page. Prior to adoption of the TIP, a public hearing was held at the BCATS Policy Meeting on June 20<sup>th</sup>, 2007 where no public comment was received.



## Bay City Area Transportation Study (BCATS) Overview Map



January 2007



## **Chapter 2 – Financial Plan for Bay City area TIP**

The Bay City Area Transportation Study (BCATS) Transportation Improvement Program (TIP) provides a list of projects detailing how implementing agencies will invest in projects over a four year period by the state and local agencies who have legal responsibility to build, operate, and maintain the state's highway, road, street, non-motorized and public transit systems. Federally-funded expenditures are required by federal law to be consistent with the BCATS Metropolitan Transportation Plan adopted in June, 2007 and to be constrained to include only projects that BCATS anticipates having enough revenue to complete.

The total investment of state, local, and federal revenue in the Bay City area transportation system for the four year period is over \$63 million dollars. A portion of this money is used to maintain and operate the federal aid eligible road and transit transportation systems. The remainder is for capital projects. Following goals and objectives as adopted in the BCATS Metropolitan Transportation Plan, TIP expenditures ensure that federal funding is being expended in a logical and wise manner to best maintain the system as a whole.

In 2001 and 2002, MDOT, Michigan's Metropolitan Planning Organizations's, and FHWA spent an extensive amount of time discussing revenue estimating techniques and financial constraint at a financial workshop. The first workshop was held in March of 2001. Currently, revenue estimates are developed by MDOT with consultation and with concurrence from the Michigan Transportation Planning Association, an association of Michigan's MPO directors, using the methodology developed at the workshop.

Surface Transportation Program (STP) funding included in the revenue estimates has been based on the previous funding levels in the BCATS 2006-07-08 TIP. These funding estimates (Urban STP and Federal TEDF) were cooperatively estimated with the Michigan Department of Transportation and include a 2% growth factor for each future year. This two percent growth rate assumption (which is used in most of the financial tables contained in this section) was derived cooperatively with MDOT, FHWA and Michigan MPO's as discussed above and is roughly consistent with anticipated revenue increases derived from federal authorizations. The same methodology was followed for revenue estimates in the years 2009, 2010 and 2011.

Local bridge, Enhancement and Safety programs are under the jurisdiction of MDOT, which retains project selection authority as well as maintaining control over revenues to be made available program-wide and by region.

Additional, FHWA revenue sources identified by MDOT in the form of general program accounts





for FY 2008-2011 are intended for use on the transportation system. These include Highway Safety funds, Capital Preventive Maintenance/Highways and Bridge funds, Trunkline Rail Crossings, Trunkline Enhancements and Preliminary Engineering. General Program Accounts will be used only for categorically excluded projects that are known and too small to be listed individually.

Transit funding assumptions are based on historic revenues identified in the transit elements of the TIP, transit operator dialogue with FTA and are determined cooperatively by MDOT, transit operators and Michigan MPO's. Transit planning funds, though identified in the TIP, are not included in the revenue tables since they are not available to directly improve, maintain or operate the transportation system. In addition, the BMTA transit element identifies carried over projects and funding from prior fiscal years.

Operations and maintenance will be addressed in each program, but not necessarily within the demonstration of financial constraint tables as federal funds are not being used.

Operations and Maintenance funds which are used to help maintain the existing road and street system are estimated based on past Act 51 funding levels as listed on the MDOT website. The annual estimated amounts of \$10,254,131 of Michigan Transportation Funds and \$360,859 of Local Program Funds as detailed in Table 2 of the BCATS 2035 Metropolitan Transportation Plan are funds used in operations and maintenance of the local road system in addition to the projects listed in the TIP that are project specific and use STP funding. The City of Bay City collects approximately \$230,000 per year through a .75 mill street operating millage. Approximately \$950,000 of operations and maintenance funds within the City of Bay City is spent on the two city owned bridges. In future years, unless funding for transportation programs is increased or additional flexibility is introduced, adequately maintaining and operating the transportation system as a whole will become a greater challenge.

Operating and Maintenance funds for Bay Metro Transit are approximately \$6.5 million. Fares cover 9% of operating expenses. Other sources of revenue include the local property tax levy (32%), State of Michigan assistance (36%), federal assistance (21%) and miscellaneous (2%). The role of the Federal Transit Administration has been mostly in the area of capital acquisitions, providing 80 percent of the funds for most major items (buses, building improvements, and maintenance equipment).

Typically the BCATS Technical and Policy Committee's program all available STP estimated revenues when drafting and approving a new TIP for adoption. During the adoption of this TIP, approximately \$17,000 of the estimated revenue in FY 2010 was not programmed. The two projects selected in 2010 utilized all but \$17,000 of the STP funds estimated to be available. Discussions continue on where to best utilize the remaining \$17,000. In the recent past and currently all BCATS



funded projects in the TIP have been programmed on the lump sum dollar allocation methodology rather than on a pro-rata basis. The STP dollar amounts shown are the exact dollar amounts allocated and if there should be cost overruns, it is up to the local agency to cover the additional expense.

The Michigan Department of Transportation utilizes a 4% inflation factor for cost estimates on projects programmed in future years.

The City of Bay City has indicated it will use a 4% inflation factor in any new project included in the TIP. Currently, the two jobs that are located in the city of Bay City have been bid and let so project costs are known.

The Bay County Road Commission did not originally use an inflation factor in their cost estimate for Midland Road in FY 2011. A new cost estimate of \$2,033,000 was calculated using a Bay County Road Commission chosen 3% inflation rate. As stated above, as BCATS allocates on a lump sum basis, the STP amount allocated of \$1,413,795 is not affected by the change in the project cost. The Bay County Road Commission will be responsible for the additional project costs and the new project cost estimate will be incorporated at the time of the first TIP amendment.

The City of Essexville did account for a 4% inflation rate in the cost estimate of Borton Ave.

Financial constraint for amendments must be re-demonstrated with the addition or removal of projects. Financial tables will be updated with TIP amendments.

### **Completed FY 2006/2007/2008 TIP Projects**

During the life of the FY 2006/2007/2008 TIP, the BCATS implementing agencies completed several major projects. **In FY 2006 TIP**, those include: reconstruction of North Henry St between Vermont St and North Union St (Bay City); reconstruction of Wenona Ave between Ivy and Ionia (Bay City); resurfacing of Midland Rd between Euclid Rd and Two Mile Rd (Bay County Road Commission); reconstruction of Woodside Ave from Pine Rd to east city limits (Essexville); repairs to the M-84/M-13 (Lafayette Bridge) and M-25 (Veteran's Bridge) over the Saginaw River (MDOT); and reconstruction of M-84 (Broadway Ave) between Cass Ave to Lafayette Ave (MDOT). **In FY 2007 TIP**, those include: reconstruction of North Henry St between North Union St and Wilder Rd (Bay City); resurfacing of Woodside Ave between the Liberty Bridge and Trumbull St (Bay City); reconstruction of Pine Rd between M-25 and Nebobish Ave (Bay County Road Commission); Environmental Preliminary Engineering for reconstruction of I-75 between I-675 and US-10 (MDOT).





## **Delayed Transportation Projects**

Originally listed in the FY 2002/2003/2004 TIP, the M-84 expansion project from south of Delta Rd to M-13 (Euclid Ave) has been delayed. In 2003, the M-84 project was deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. The project is still deferred as of May 2007.

## **Project Selection Process**

For projects to be included in the TIP, BCATS sends out a "Call for Projects" to the implementing agencies. Those transportation projects received are brought forward to the BCATS Technical Committee for review at a meeting open to the public where input is sought. The Technical Committee then prioritizes the projects based on how each project will enhance the entire system in the BCATS region based on condition of adjacent roads, traffic volumes, truck routes, and overall benefit to the roadway system and users in general. During this review the amount of available funds by the implementing agencies available for transportation projects is taken into account. The prioritization process has worked well in the past as it balances the implementing agencies ability to budget for the local match requirement, and yet focuses on the best projects for the system as a whole. The Technical Committee then recommends to the Policy Committee the prioritized projects for inclusion in the TIP. The full Policy Committee then votes on the recommended projects after review of all comments and suggestions.



### Amendments & Administrative Changes

It is important to remember what constitutes an amendment and what represents an administrative change because each has a different process and approval procedures. The table below provides guidance to assist local agencies in determining whether an amendment is needed for a project or if an administrative change is sufficient.

Amendments Include:	Administrative Changes Include:
1. Adding new project(s). New projects include projects previously deleted for the TIP and then resubmitted at a later time for inclusion in the TIP.	1. Carrying a project from one approved TIP to the next as long as it is not a major capacity project and the carrying forward is done in the first quarter of the first year of the new TIP.
2. Deleting projects	2. A minor change in scope of work (generally, anything not mentioned in the "Amendment" column is considered minor).
3. Extending the length of a previously approved project one-half mile or greater. This is considered a major change in scope of work.	3. Cost increases of 10 percent or less without a major change to scope of work AND without over programming the TIP.
4. Adding a travel or turn lane one-half mile or greater to a previously approved project. This is considered a major change in scope.	4. Changing the source of federal aid within the same federal agency.
5. Adding a new project phase to a previously approved project. This is considered a major change in scope.	5. Changing the order of approved projects by year within the TIP.
6. Adding federal funds to a previously non-federally funded project.	6. Changing a federally funded project to advance construct. The project must be shown in both the advance construct and payback years.
7. Cost increases by more than 10 percent with or without a major change in scope of work.	



**TABLES 2008, 2009, 2010 and 2011**, which follow, show a demonstration of financial constraint of federally assisted programs in for the Bay City Area Transportation Study.

Following is a brief description of the programs listed in the project and fiscal constraint tables for FY 2008, 2009, 2010 and 2011.

Highway Funding Programs include:

- **Interstate Maintenance (IM)** - IM funds are used for the maintenance of the national Interstate Highway system. Within the BCATS area, that includes 7 miles of I-75.
- **Surface Transportation Program (STP)** - STP is used by state and local jurisdictions for road and transit projects. Local projects are eligible for funding from the annual allocation of STP Funds to the Metropolitan Planning Organization (MPO). Road projects must be located on roads functionally classified as a rural major collector or higher. Ten percent of the STP fund is set aside for the Transportation Enhancement fund program. The remaining funds are used statewide or distributed to the MPO for use in the urbanized areas (STUL), rural areas (STPR), and small cities in rural areas with a population of 5,000 to 50,000 people (STP-Small Urban). This funding category also includes:
  - **STP-Enhancement** - Ten percent of Michigan's STP funding is set aside for Transportation Enhancement Activities (STPE). These monies are designated specifically for the enhancement of the intermodal transportation network on projects such as landscaping, installing bicycle paths, historic preservation and mitigation of storm water run-off. Once these projects are selected they will be amended into the Transportation Improvement Program.
- **STP-Safety** - SAFETEA-LU represents a change in the way STP-Safety funds are distributed as previous legislation (TEA-21) allocated ten percent of STP funds for local safety projects statewide. The Safety program (STP-S), which is now a stand alone program, allows for items such as upgrading traffic signs and signals, replacement of guardrail or eliminating the need for guardrail, replacement of bridge railing and approach guardrail, removing roadside obstacles, and small intersection improvements.
- **Local Bridge Program (B)**- the Critical Bridge Program is established in state law with a state grant from the Michigan Transportation Fund (MTF). Federal Bridge funds that may only be spent off the federal aid system and federal STP funds are also part of the program.



- **Congestion Mitigation & Air Quality Program (CMAQ)** - the CMAQ program is federal program with the purpose of helping states meet the requirements of the federal Clean Air Act. Grants are made based on applications from state and local agencies
- **EB** - Includes Economic Development Category C - Urban Congestion and Category D - Rural
  - **Transportation Economic Development Fund, Category C Program** - the TEDF-C program is established in state law with a set aside of state and federal (Minimum Guarantee) funds for urban county congestion relief. The recipients include Kent, Genesee, Macomb, Oakland, and Wayne counties.
- **Other Federal (HPP)** - Funding dedicated to specific High Priority Projects as listing in the transportation bill SAFETEA-LU.
- **Other Non-Federal** - Includes state 'M' programs, Economic Development, Bonds, and "Jobs Today" funds
- **Recreational Trails Program** - the Recreational Trails program is a federal program for the purpose of providing improvements for motorized and non-motorized recreational trail users.
- **Local Rail/Highway Crossing Program** - the rail crossing program is funded with a statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings.
- **State Park Access Program** - the SPA program is a non-mandatory set aside of federal STP funds for the purpose of improving local roads that serve state parks.
- **Federal Allocations** - federal allocations include the congressionally-designated High Priority Projects from SAFETEA-LU, TEA21 and Demonstration projects of pre-TEA21 authorizations, as well as funds passed out at the discretion of the U. S. Secretary of Transportation. These funds are typically provided for a very specific project or use. The federal discretionary projects are often not known until during the fiscal year in which they are received and may need to be amended into the TIP when they are known.

Transit Funding Programs Include:

- **5307 UZA (Operating)** - Formula grant program for urbanized areas (UZA) over 50,000 in population. Funds are apportioned to urbanized areas utilizing a formula based on population,



population density, and other factors associated with transit service and ridership, dedicated for operation.

- **5307 UZA (Capital)** - Formula grant program for urbanized areas over 50,000 in population. Funds are apportioned to urbanized areas utilizing a formula based on population, population density, and other factors associated with transit service and ridership, dedicated for capital improvements.
- **5309 Capital** - (New Starts, Bus & Bus Facilities): Provides discretionary capital assistance for the establishment and improvement of busway systems and upgrading of bus systems (buses, bus related equipment, and facilities).
- **5310 ELD/DIS** - This program provides capital funds for transportation purposes to private, nonprofit corporations and associations, and public agencies for the specific purpose of assisting them in providing transportation services meeting the special needs of elderly persons and persons with disabilities. Public agencies are eligible to receive funding under this program if they have been approved by the state to coordinate services for elderly persons and persons with disabilities, and if they certify to the state that no non-profit corporations or associations are readily available in the area to provide service. Capital expenses may include vehicles, maintenance equipment, computers and communication equipment.
- **5311 Non-UZA** - This is a formula assistance program used to provide federal funding to all legal bodies that provide general public transportation non-urbanized areas of the state. Funds may be used of capital, operating, and administrative assistance.
- **Local Op. Millage** - Revenue generated from a 0.75 mill property tax levy which is renewable every 5 years (last renewed in November 2004) within the County of Bay
- **Farebox Revenue** - Funds received from BTMA passengers on fixed route and Dail-A-Rail services

Bay City Area Transportation Study (BCATS) TIP Projects FY 2008 - 2011

4/20/09

Required  
Fields

Fiscal Year	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	MPO/ Rural Approval Date	Amendment Type	Air Quality	Comments	Federal Approval Date
2008	Bay City	Woodside Ave	Liberty Bridge to Trumbull St	1.02	Resurface	Mill and Resurface	CON	AC 2007 ACC 2008 ACC 2009	470,854	STUL					470,854	86681	6/20/07		NA	\$470,854 STUL '08 \$437,177 STUL '09 \$227,008 JT07 '07	1/31/08
2008	Bay City	N. Henry St.	North Union St to Wilder Rd	1.01	Reconstruct	Reconstruct with new curb and gutter	CON	AC 2007 ACC 2008 ACC 2009 ACC 2010	375,840	HPSL					375,840	78750	8/20/08		NA	\$680,570 JT07 '07 \$596,253 STUL '09 \$583,051 STUL '10 \$375,840 HPSL '08 \$375,840 HPSL '09 \$245,357 HPSL '07 Amended to correct cost to actual bid totals 8/20/08	10/7/08
2008	BCRC	Pine St	Nebobish Ave to M-25	0.65	Widen - minor	Reconstruct and add center turn lane & included Pine and Center intersection reconstruction	CON	AC 2007 ACC 2008	880,000	STUL					880,000	78785	6/20/07		NA	\$880,000 STUL '08 \$220,000 JT07 '07	1/31/08
2008	BCRC	Christa McAuliffe Middle School SR2S Grant	Kiesel Rd from 2 Mile Rd to Euclid including Ped. Crossing & 2 Mile Rd from Linden Park to Kiesel Rd	1.14	Miscellaneous	Install sidewalks on Kiesel and 2 Mile Rd, Ped. signals on Euclid Ave, Ped. signs & bike rack at CMMS.	CON		389,168	SRSI					389,168	102841	4/16/08		NA	Added Project: 4/16/2008	5/29/08
2008	BCRC	Seven Mile Rd	Over Bradford Creek, 150' S of to 650' N of the 7 Mile Rd crossing of Bradford Creek	0.15	Reconstruct	Remove, replace and re-align culvert, re-align/reconstruct Seven Mile within the project limits.	CON		261,180	HRRR			29,020	CNTY	290,200	100312	4/16/08		NA	Added Project: 4/16/2008 - BCRC Received HRRR Grant within BCATS area, outside urbanized area.	5/29/08
2008	BMTA	Concrete drive replacement	County-wide		Transit maintenance equipment and parts	Concrete drive replacement	T-Cap		8,000	5307	2,000	CTF			10,000		6/20/07		NA		1/31/08
2008	BMTA	Operating Assistance	County-wide		Transit Operations	Operating Assistance	T-Ops		862,224	5307	1,449,000	CTF	1,797,000	TRAL	4,108,224		6/20/07		NA		1/31/08
2008	BMTA	Purchase wheel balancer	County-wide		Transit maintenance equipment and parts	Purchase wheel balancer	T-Cap		8,000	5307	2,000	CTF			10,000		6/20/07		NA		1/31/08
2008	BMTA	Replace frame-pulling unit	County-wide		Transit maintenance equipment and parts	Replace frame-pulling unit	T-Cap		8,800	5307	2,200	CTF			11,000		6/20/07		NA		1/31/08
2008	BMTA	Replace vehicle floor hoist	County-wide		Transit maintenance equipment and parts	Replace vehicle floor hoist	T-Cap		40,000	5307	10,000	CTF			50,000		6/20/07		NA		1/31/08
2008	BMTA	Upgrade computer hdwe/sftwe	County-wide		Transit operations equipment	Upgrade computer hdwe/sftwe	T-Cap		8,000	5307	2,000	CTF			10,000		6/20/07		NA		1/31/08
2008	BMTA	IARC Operating	County-Wide		Transit operations	IARC Operating	T-Ops		20,000	5316	20,000	CTF			40,000		4/16/08		NA	Added Project: 4/16/2008	5/29/08
2008	BMTA	Replace two medium buses	County wide	-	Transit Vehicle Replacement	Replace two medium buses	T-Cap		0		0				0		2/18/09		NA	Unfunded in 2008 2/18/09: Deleted Project	3/31/09
2008	Local	Local Bridge	Bay City Urbanized Area		GPA	Local Bridge	CON		432,800	BRO			108,200	CITY	541,000		6/20/07		NA		1/31/08
2008	Local	Local Enhancements	Bay City Urbanized Area		GPA	Local Enhancements	CON		220,800	STE			55,200	CITY	276,000		6/20/07		NA		1/31/08
2008	Local	Local RR crossing	Bay City Urbanized Area		GPA	Local RR crossing	CON		57,600	STR			14,400	CITY	72,000		6/20/07		NA		1/31/08
2008	Local	Local Safety	Bay City Urbanized Area		GPA	Local Safety	CON		289,600	ST			72,400	CITY	362,000		6/20/07		NA		1/31/08



Bay City Area Transportation Study (BCATS) TIP Projects FY 2008 - 2011

4/20/09

Required  
Fields

Fiscal Year	Respon- sible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	MPO/ Rural Approval Date	Amend- ment Type	Air Quality	Comments	Federal Approval Date
2008	MDOT	I-75	500' N of Hotchkiss to .4 mi N of Salzburg	1.41	Widen - major (capacity increase)	Reconstruction and widening into the median one lane in each direction, construction of a median barrier wall and drainage extensions.	CON		12,150,000	IM	1,350,000	M			13,500,000	84072	6/20/07		NA		1/31/08
2008	MDOT	Trunkline Bridge CPM	Bay City Urbanized Area		GPA	Trunkline Bridge CPM	CON		498,400	BHT	124,600	M			623,000		6/20/07		NA		1/31/08
2008	MDOT	Trunkline Highway CPM	Bay City Urbanized Area		GPA	Trunkline Highway CPM	CON		1,172,000	ST	293,000	M			1,465,000		6/20/07		NA		1/31/08
2008	MDOT	Trunkline Highway Safety	Bay City Urbanized Area		GPA	Trunkline Highway Safety	CON		564,000	ST	376,000	M			940,000		6/20/07		NA		1/31/08
2008	MDOT	Trunkline PE	Bay City Urbanized Area		GPA	Trunkline PE	PE		386,400	ST	96,600	M			483,000		6/20/07		NA		1/31/08
2008	MDOT	Trunkline RR Crossing	Bay City Urbanized Area		GPA	Trunkline RR Crossing	CON		63,200	STR	15,800	M			79,000		6/20/07		NA		1/31/08
2008	MDOT	Trunkline Transportation Enhancements	Bay City Urbanized Area		GPA	Trunkline Transportation Enhancements	CON		220,800	STE	55,200	M			276,000		6/20/07		NA		1/31/08
2008	MDOT	M-25 (Center Ave)	Johnson St to Livingston St	0.88	Reconstruct	Reconstruct - Concrete	CON		2,856,565	ST	633,435	M			3,490,000	75294	4/16/08		NA	Administrative Modification: Moved from FY2009	5/29/08
2008	MDOT	M-25 (Center Ave)	Madison Ave to Livingston St	1.535	Miscellaneous	Streetscape and Lighting	CON		806,469	STE	206,123	M	18,026	CITY	1,030,618	89106	8/6/08		NA	Update Costs from \$983,089 to \$1,030,618 & Administrative Modification 8/6/08: Moved from FY2009	10/7/08
2008	MDOT	M-25 Heritage Route	Madison Ave to Livingston St	1.54	Heritage routes	Wayfinding-Interpretive Signage and Walking Tour Brochure	PE		125,000	SBD	32,000	M			157,000	88920	8/6/08		NA	Added Project: 4/16/2008 Administrative Modification 8/6/08 - corrected phase to PE from CON	10/7/08
2008	MDOT	I-75 & US-10	Permant Message Sign, ITS		Traffic operations	Permanent Message signs (ITS) along I-75 & US-10	CON									100507	8/20/08		NA	Added Project: 4/16/2008 Delete Project: 8/20/08	10/7/08
2009	Bay City	Woodside Ave	Liberty Bridge to Johnson St	1.02	Resurface	Mill and Resurface	CON	AC 2007 ACC 2008 ACC 2009	437,177	STUL					437,177	86681	6/20/07		NA	\$470,854 STUL '08 \$437,177 STUL '09 \$227,008 JT07 '07	1/31/08
2009	Bay City	Harry S Truman Pkwy Bridge	Over C & O RR and Water St	0.05	Restore & rehabilitate	Painting and Rehabilitation	CON				332,500	MCS	17,500	CITY	350,000	89192	4/16/08		NA	Added Project: 4/16/2008	5/29/08
2009	Bay City	Independence Bridge	Over Saginaw River & Martin St	0.23	Restore & rehabilitate	Painting and Rehabilitation	CON				1,425,000	MCS	75,000	CITY	1,500,000	89191	4/16/08		NA	Added Project: 4/16/2008	5/29/08
2009	Bay City	Liberty Bridge	Vermont to Woodside over the Saginaw River	0.43	Restore & rehabilitate	Painting and Rehabilitation	CON				1,425,000	MCS	75,000	CITY	1,500,000	89190	4/16/08		NA	Added Project: 4/16/2008	5/29/08
2009	Bay City	N. Henry St.	North Union St to Wilder Rd	1.01	Reconstruct	Reconstruct with new curb and gutter	CON	AC 2007 ACC 2008 ACC 2009 ACC 2010	972,093	STUL					972,093	78750	8/20/08		NA	\$680,570 JT07 '07 \$596,253 STUL '09 \$583,051 STUL '10 \$375,840 HPSL '08 \$375,840 HPSL '09 \$245,357 HPSL '07 Amended to correct cost to actual bid totals 8/20/08	10/7/08
2009	Bay City	Harrison St	32nd St to 38th St	0.501	Reconstruct	Reconstruct with new curb and gutter	CON	AC 2009 ACC 2010	325,466	STUL	238,488	EDA	878,539	CITY	1,442,493	103155	10/15/08		NA	Added Project: 8/20/2008 Added \$325,466 of FY2009 STUL funds to project and updated cost estimates 10/15/08	12/3/08

Bay City Area Transportation Study (BCATS) TIP Projects FY 2008 - 2011

4/20/09

Required  
Fields

Fiscal Year	Respon- sible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	MPO/ Rural Approval Date	Amend- ment Type	Air Quality	Comments	Federal Approval Date
2009	Bay City	Marquette Ave Connector	Indiana St to Vermont St	0.21	Reconstruct	Safety Improvement: Horizontal Alignment of Marquette Ave/Ohio St curves & reconstruct as concrete road	CON		880,000	ARUL			100,000	CITY	980,000	104989A	4/15/09	Scope	NA	Added Project: 12/17/08 4/15/2009: Changed scope to construct as concrete, and addition funding through ARRA \$480,000 ARUL \$400,000 STH \$100,000 CITY	5/5/09
2009	Bay City	Truman Pkwy/Woodside Ave	Saginaw River to Woodside Ave to McEwan St	1.23	Restore & rehabilitate	Concrete Joint Repair on Truman Parkway & Woodside Ave w/Signal Upgrades	CON		707,085	ARUL					707,085		4/15/09	Add	NA	4/15/09: Added Project	5/5/09
2009	BCRC	Beaver Rd	M-13 to Mackinaw Rd	1.94	Restore & rehabilitate	Crush and shape existing roadway, add aggregate, drainage improvements, gravel shoulders, and new HMA	CON		349,850	EDDF	190,474	EDD	135,081	CNTY	675,405	102726	4/15/09	Scope	NA	Added 4/16/2008 - Road within BCATS area, but outside urbanized area and uses Rask Task Force funds. 4/15/2009: Expanded limits 1 mile to west (Mackinaw Rd) and moved from 2008	5/5/09
2009	BCRC	Wilder Rd	I-75 to M-13 Connector & M-13 (Euclid Ave.) to Patterson Road	2.00	Restore & rehabilitate	Concrete patch and panel repair	CON		450,000	ARUL					450,000		4/15/09	Add	NA	4/15/09: Added Project	5/5/09
2009	BMTA	Replace brake lathe	County-wide		Transit maintenance equipment and parts	Replace 1981 brake lathe	T-Cap		60,000	5307	15,000	CTF			75,000		6/20/07		NA		1/31/08
2009	BMTA	Replace seven medium buses	County-wide		Transit Vehicle Replacement	Replace seven 1996 medium buses	T-Cap		1,456,000	5309	364,000	CTF			1,820,000		6/20/07		NA		1/31/08
2009	BMTA	IARC Operating	County-Wide		Transit operations	IARC Operating	T-Ops		30,000	5316	30,000	CTF			60,000		4/16/08		NA	Added Project: 4/16/2008	5/29/08
2009	BMTA	Purchase two 15-Passenger IARC vans	County-Wide		Transit vehicle additions	Purchase two 15-Passenger IARC vans	T-Cap		56,000	5316	14,000	CTF			70,000		4/16/08		NA	Added Project: 4/16/2008	5/29/08
2009	BMTA	Operating Assistance	County-wide		Transit Operations	Operating Assistance	T-Ops		956,000	5307	1,512,000	CTF	1,783,000	TRAL	4,251,000		2/18/09		NA	2/18/09: Increase 5307 funding from \$905,336	3/31/09
2009	BMTA	Replace 2001 15-pass van	County-wide		Transit vehicle replacement	Replace 2001 15-pass van	T-Cap		33,600	5307	8,000	CTF			41,600		2/18/09		NA	2/18/09: Added Project	3/31/09
2009	BMTA	Replace one 1987 medium bus	County-wide		Transit vehicle replacement	Replace one 1987 medium bus	T-Cap		208,000	5309	52,000	CTF			260,000		2/18/09		NA	2/18/09: Added Project	3/31/09
2009	BMTA	Upgrade computer hardware/sftwe	County-wide		Transit Operations Equipment	Upgrade computer hardware/sftwe	T-Cap		10,000	A307					10,000		4/15/09	Cost	NA	4/15/09: Changed funding source from 5307	5/5/09
2009	BMTA	Install back-up power system	County-wide		Transit Operations Equipment	Install back-up power system	T-Cap		90,000	A307					90,000		4/15/09	Cost	NA	Unfunded in 2008 2/18/09: Moved to FY09 from FY08 4/15/09: Changed funding source from 5309 and decreased total cost from \$100,000	5/5/09

# Bay City Area Transportation Study (BCATS) TIP Projects FY 2008 - 2011

4/20/09

Required  
Fields

Fiscal Year	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	MPO/ Rural Approval Date	Amendment Type	Air Quality	Comments	Federal Approval Date
2009	BMTA	Replace communications equipment	County-wide		Transit Communication Equipment	Replace communications equipment	T-Cap		335,000	A307					335,000		4/15/09	Cost	NA	Unfunded in 2008 2/18/09: Moved to FY09 from FY08 & Increase from \$190,000 4/15/09: Changed funding source from 5309	5/5/09
2009	BMTA	Replace four lift vans	County-wide		Transit Vehicle Replacement	Replace four 2004 lift vans	T-Cap		160,000	A307					160,000		4/15/09	Scope	NA	Unfunded in 2008 2/18/09: Moved to FY09 from FY08 4/15/09: Changed funding source from 5309 & reduced from 7 vans	5/5/09
2009	BMTA	Replace two medium buses	County-wide		Transit Vehicle Replacement	Replace two 1994 medium buses	T-Cap		629,109	A307					629,109		4/15/09	Scope	NA	Unfunded in 2008 2/18/09: Moved to FY09 from FY08 4/15/09: Changed funding source from 5309 & reduced from 6 buses	5/5/09
2009	BMTA	Concrete drive replacement	County-wide		Transit maintenance equipment and parts	Concrete drive replacement	T-Cap		42,000	A307					42,000		4/15/09	Cost	NA	2/18/09: Increased funding from \$10,000 4/15/09: Changed funding source from 5307 & increased total cost from \$25,000	5/5/09
2009	BMTA	Mobile Surveillance/Security Equip.	County-wide		Transit operations equipment	Security Equipment	T-Cap		13,000	A307					13,000		4/15/09	Add	NA	4/15/09: Added project for economic stimulus package	5/5/09
2009	Essexville	Borton Ave	Caroline St to Scheurmann St	0.39	Resurface	Mill and Resurface including RR Crossing	CON		300,000	ARUL					300,000	102254	4/15/09	Year	NA	4/15/2009: Moved forward from 2010, and changed funding source to ARUL	5/5/09
2009	MDOT	I-75 Bridges	NB & SB Bridges over N. Branch of Kawkawlin River		Restore & rehabilitate	Deck patching and painting	CON		311,935	BHI	34,659	M			346,594	88821	4/16/08		NA	Added Project: 4/16/2008	5/29/08
2009	MDOT	M-13/M-84	Euclid Ave to Lafayette Ave passcule Bridge		Reconstruct	Reconstruct with new curb and gutter, signal modernization, sidewalks & ADA ramps	ROW		20,000	NH	5,000	M			25,000	103209	8/20/08		NA	Added Project: 8/20/2008	10/7/08
2009	MDOT	M-13/M-84	Euclid Ave to Lafayette Ave passcule Bridge		Reconstruct	Reconstruct with new curb and gutter, signal modernization, sidewalks & ADA ramps	PE		211,664	NH	46,936	M			258,600	103209	8/20/08		NA	Added Project: 8/20/2008	10/7/08
2009	MDOT	TTS Project	I-75 Corridor from North of M-61 to M-57 & US-10 Corridor from US-10BR to M-25		Traffic operations	Installation of traffic surveillance equipment and related hardware at various locations in the region	CON		2,222,228	ST	492,772	M			2,715,000	100523	2/18/09		NA	2/18/09: Added Project Total project area includes locations outside of BCATS, but will be submitted for bid as one project.	3/31/09
2009	MDOT	M-13	M-247 to Township 16 Rd	14.59	Miscellaneous	Paved Shoulders	CON		1,543,000	ARE1					1,543,000		3/9/09		NA	8/9/09: Added Project for Economic Stimulus Funding, BCATS portion only Full project extents beyond JA, total cost \$4,000,000	3/31/09

Bay City Area Transportation Study (BCATS) TIP Projects FY 2008 - 2011

4/20/09

Required  
Fields

Fiscal Year	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	MPO/ Rural Approval Date	Amendment Type	Air Quality	Comments	Federal Approval Date
2009	MDOT	US-10 Bridges	Mackinaw Rd and 3 Mile Rd over US-10	0.00	Restore & rehabilitate	Misc Bridge Rehab	CON		172,000	AR1					172,000		3/9/09		NA	3/9/09: Added Project for Economic Stimulus Funding, BCATS portion only Full project extents beyond JA total cost \$718,000	3/31/09
2009	MDOT	CPM CSM Trunkline Bridge	Bay City Urbanized Area		GPA	CPM CSM Trunkline Bridge	CON		486,245	ST	54,027	M			540,272		4/15/09	Cost	NA	Added Project: 8/20/2008 4/15/2009: Increased cost from \$347,000	5/5/09
2009	MDOT	I-75	Squaconning Creek to Hotchkiss Road, Over Squaconning Creek AND M-84 over I-75	0.75	Widen - major (capacity increase)	I-75 Pavement reconstruction; (S02 of 09034-1 & -2) M-84 Bridge replacement and widening; includes construction, and CE	CON		18,800,000	AR1					18,800,000	106344, 74138	4/15/09	Scope	NA	ARRA ID 26 3/9/09: Added Project for Economic Stimulus Funding 4/15/09: Corrected project limits and description JN 106344 at \$16,596,000 JN 74138 at \$2,204,000	5/5/09
2009	MDOT	M-84	South of Delta Road to Euclid (gapping out I-75 interchange),	3.10	Widen - major (capacity increase)	Reconstruct roadway (widen 2 to 5 lanes west of I-75; widen from 2 to 2 - 5 lanes east of I-75), bridge replacement and culvert replacement	CON		17,972,000	AR1					17,972,000	48271, 87842	4/15/09	Cost	NA	3/9/09: Added Project for Economic Stimulus Funding \$14,716,658 for road \$3,256,000 for bridge and culvert 4/15/09: increased bridge cost by \$612,000	5/5/09
2009	MDOT	I-75	Squaconning Creek to Hotchkiss Road AND M-84 over I-75	0.75	Widen - major (capacity increase)	I-75 Pavement reconstruction; (S02 of 09034-1 & -2) M-84 Bridge replacement and widening; includes PE	PE		135,000	IM	15,000	M			150,000	106344	4/15/09	Add	NA	4/15/09: Added project	4/28/09
2009	MDOT	EPE/PE/ROW Trunkline	GPA Countywide		GPA	EPE/PE/ROW Trunkline	PE		15,329	ST	1,703	M			17,032		4/15/09	Add	NA	4/15/09: Added Project	5/5/09
2010	Bay City	N. Henry St.	North Union St to Wilder Rd	1.01	Reconstruct	Reconstruct with new curb and gutter	CON	AC 2007 ACC 2008 ACC 2009 ACC 2010	583,051	STUL					583,051	78750	8/20/08		NA	\$680,570 JT07 '07 \$596,253 STUL '09 \$583,051 STUL '10 \$375,840 HPSL '08 \$375,840 HPSL '09 \$245,357 HPSL '07 Amended to correct cost to actual bid totals 8/20/08	10/7/08
2010	Bay City	Harrison St	32nd St to 38th St	0.501	Reconstruct	Reconstruct with new curb and gutter	CON	AC 2009 ACC 2010	563,000	STUL					563,000	103155	10/15/08		NA	Added Project: 8/20/2008 Added \$325,466 of FY2009 STUL funds to project and updated cost estimates 10/15/08	12/3/08
2010	BCRC	Beaver Rd	4 Mile Rd to Mackinaw Rd	±	Restore & rehabilitate	Crush and shape existing roadway, add aggregate, drainage improvements, gravel shoulders, and new HMA	CON								0		4/15/09	Delete	NA	Added 4/16/2008 - Road within BCATS area, but outside urbanized area & uses Rural Task Force funds. Cost 8/20/08 - Project added EDDF funds 4/15/2009: Delete Project (combined with JN 102726)	5/5/09

# Bay City Area Transportation Study (BCATS) TIP Projects FY 2008 - 2011

4/20/09

Required  
Fields

Fiscal Year	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	MPO/ Rural Approval Date	Amendment Type	Air Quality	Comments	Federal Approval Date
2010	BCRC	Bay-Arenac Dr	Monitor Rd to 2 Mile Rd	0.73	Restore & rehabilitate	Coldmill, curb, gutter and drainage improvements & repair, place new HMA	CON		109,837	STUL			230,163	CNTY	340,000		4/15/09	Add	NA	4/15/09: Added Project	5/5/09
2010	BMTA	Upgrade computer hardware/sftwe	County-wide		Transit Operations Equipment	Upgrade computer hardware/sftwe	T-Cap		8,000	5307	2,000	CTF			10,000		6/20/07		NA		1/31/08
2010	BMTA	Service support vehicle-route supervisor vehicle	County-Wide		Transit maintenance equipment and parts	Replace route supervisor vehicle	T-Cap		32,000	5307	8,000	CTF			40,000		2/18/09		NA	Added Project: 4/16/2008 Unfunded in 2008 2/18/09: Moved to FY10 from FY08 & Increased funding from \$35,000	3/31/09
2010	BMTA	Service support vehicle-service truck	County-Wide		Transit maintenance equipment and parts	Replace plow truck	T-Cap		36,000	5307	9,000	CTF			45,000		2/18/09		NA	Corrected Cost from \$35,000 to \$40,000 4/16/08 Unfunded in 2008 2/18/09: Moved to FY10 from FY08 & increased funding from \$40,000	3/31/09
2010	BMTA	Service support vehicle-route supervisor vehicle	County-wide		Transit maintenance equipment and parts	Replace staff vehicle	T-Cap		26,000	5307	6,000	CTF			32,000		2/18/09		NA	2/18/09: Moved to 2010 from 2009 & Decreased cost from \$35,000	3/31/09
2010	BMTA	Replace 1981 paint booth	County-wide		Transit maintenance equipment and parts	Replace 1981 paint booth	T-Cap		88,000	5307	22,000	CTF			110,000		2/18/09		NA	2/18/09: Changed scope to Replace from Upgrade, increase costs accordingly & moved from 2009	3/31/09
2010	BMTA	Operating Assistance	County-wide		Transit Operations	Operating Assistance	T-Ops		1,079,538	5307	1,548,000	CTF	1,801,000	TRAL	4,428,538		2/18/09		NA	2/18/09: Increased 5307 funding from \$950,603	3/31/09
2010	BMTA	Replace concrete drive	County-wide		Transit maintenance equipment and parts	Replace concrete drive	T-Cap		8,000	5307	2,000	CTF			10,000		2/18/09		NA	2/18/09: Decrease funding from \$50,000	3/31/09
2010	BMTA	Replace nine medium buses	County-wide		Transit Vehicle Replacement	Replace nine 1998 medium buses	T-Cap		1,872,000	5309	468,000	CTF			2,340,000		2/18/09		NA	2/18/09: Decrease funding from \$2,385,000	3/31/09
2010	BMTA	JARC Operating	County-Wide		Transit operations	JARC Operating	T-Ops		72,500	5316	72,500	CTF			145,000		2/18/09		NA	Added Project: 4/16/2008 2/18/09: Funding increased from \$60,000	3/31/09
2010	BMTA	H/AC air make-up unit	County-wide		Transit operations equipment	H/AC air make-up unit	T-Cap		120,000	5309	30,000	CTF			150,000		2/18/09		NA	2/18/09: Added Project	3/31/09
2010	BMTA	Replace fare collection system	County-wide		Transit operations equipment	Replace fare collection system	T-Cap		80,000	5309	20,000	CTF			100,000		2/18/09		NA	2/18/09: Added Project	3/31/09
2010	BMTA	Replace five 2007 lift vans	County-wide		Transit vehicle replacement	Replace five 2007 lift vans	T-Cap		168,000	5309	42,000	CTF			210,000		2/18/09		NA	2/18/09: Added Project	3/31/09
2010	BMTA	One 15-passenger van	County-wide		Transit Vehicle	One 15-passenger van	T-Cap		28,000	5316	7,000	CTF			35,000		2/18/09		NA	2/18/09: Added Project	3/31/09
2010	MDOT	M-13 (S Huron Rd)	Bridge over Kawkawlin River		Restore & rehabilitate	Deep Overlay	CON		441,606	BHT	110,402	M			552,008	85217	4/16/08		NA	Updated costs from \$351,000 to \$552,008, This is one of 2 bridges in the MDOT job number with a total project cost of \$1,718,521	5/29/08
2010	MDOT	I-75	Under Linwood Road	0.34	Restore & rehabilitate	Deep overlay	CON		789,379	HBOA	175,042	M			964,421	104965	4/15/09	Add	NA	4/15/09: Added Project	5/5/09
2011	Bay City	Independence Bridge	Over the Saginaw River, Martin St and RR	0.23	Restore & rehabilitate	Preventative maintenance on various concrete and steel portions of bridge span	CON				1,286,775	MCS	67,725	CITY	1,354,500	105289	12/17/08		NA	Added Project: 12/17/08	2/17/09
2011	Bay City	Liberty Bridge	Over the Saginaw River and MCRR	0.43	Restore & rehabilitate	Concrete and bascule bridge repairs	CON				129,675	MCS	6,825	CITY	136,500	105291	12/17/08		NA	Added Project: 12/17/08	2/17/09

Bay City Area Transportation Study (BCATS) TIP Projects FY 2008 - 2011

4/20/09

Required Fields

Fiscal Year	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Cost (\$1000s)	MDOT Job No.	MPO/ Rural Approval Date	Amendment Type	Air Quality	Comments	Federal Approval Date
2011	BCRC	Beaver Rd	Mackinaw Rd to I-75	0.99	Restore & rehabilitate	Crush and shape existing roadway, add aggregate, drainage improvements, gravel shoulders, and new HMA	CON		281,000	EDDF	35,000	EDD	78,000	CNTY	394,000	102732	4/16/08		NA	Added 4/16/2008 - Road within BCATS area, but outside urbanized area & uses Rask Task Force funds. \$256,000 EDDF \$35,000 EDD \$25,000 ST	5/29/08
2011	BCRC	Midland Rd	2 Mile Rd to 3 Mile Rd	1	Widen - minor	Reconstruct and add center turn lane	CON	AC 2011 ACC 2012	1,255,888	STUL			777,112	CNTY	2,033,000	102255	4/15/09	Cost	NA	\$1,255,888 STUL '11 \$370,512 STUL '12 Amended 4/16/08: Updated costs from \$1,800,000 to \$2,033,000 4/15/09: Updated cost to most recent funding estimates	5/5/09
2011	BMTA	Install GPS locator system	County-wide		Transit maintenance equipment and parts	Install GPS locator system	T-Cap		64,000	5309	16,000	CTF			80,000		2/18/09		NA	2/18/09: Moved to FY11 from FY10	3/31/08
2011	BMTA	Operating Assistance	County-wide		Transit Operations	Operating Assistance	T-Ops		1,079,538	5307	1,584,000	CTF	1,815,000	TRAL	4,478,538		2/18/09		NA	2/18/09: Increase 5307 funding from \$1,000,634	3/31/08
2011	BMTA	JARC Operating	County-Wide		Transit operations	JARC Operating	T-Ops		72,500	5316	72,500	CTF			145,000		2/18/09		NA	Added Project: 4/16/2008 2/18/09: Funding increased from \$60,000	3/31/08
2011	BMTA	Replace three 2008 lift vans	County-wide		Transit vehicle replacement	Replace three 2008 lift vans	T-Cap		100,800	5307	25,200	CTF			126,000		2/18/09		NA	2/18/09: Added Project	3/31/08
2011	BMTA	Upgrade computer hardware/sftwe	County-wide		Transit operations equipment	Upgrade computer hardware/sftwe	T-Cap		8,000	5307	2,000	CTF			10,000		2/18/09		NA	2/18/09: Added Project	3/31/08
2011	BMTA	Concrete drive replacement	County-wide		Transit facility maintenance	Concrete drive replacement	T-Cap		8,000	5307	2,000	CTF			10,000		2/18/09		NA	2/18/09: Added Project	3/31/08
2011	BMTA	Replace four 1999 medium buses	County-wide		Transit vehicle replacement	Replace four 1999 medium buses	T-Cap		864,000	5309	216,000	CTF			1,080,000		2/18/09		NA	2/18/09: Added Project	3/31/08
2011	MDOT	I-75	Saginaw Co. Line to Dutch Creek	2.45	Widen - major (capacity increase)	Reconstruction and widening into the median one lane in each direction, construction of a median barrier wall and drainage extensions.	CON		23,040,000	IM	2,560,000	M			25,600,000	87508	4/16/08		NA	Updated costs from \$19,000,000 to \$25,600,000	5/29/08
2011	MDOT	M-84 Bridges	Over Dutch Creek and Squaconning Creek	-	Widen - major (capacity increase)	Replace bridge over Squaconning Creek and Culvert over Dutch Creek	CON								0		3/9/09		NA	3/9/2009: Deleted project, (combined with roadwork project for Economic Stimulus Funding)	3/31/09
2011	MDOT	I-75 Bridges	NB & SB Bridges over Squaconning Creek	-	Restore & rehabilitate	Deep Overlay	CON								0	74138	4/15/09	Delete	NA	Moved to 2011 from 2010 and Updated Cost to \$1,876,180 from \$1,770,000 4/15/09: Deleted Project, combine with JN 106344	5/5/09



FISCAL CONSTRAINT DEMONSTRATION																
4/20/09	FY 2008				FY 2009				FY 2010				FY 2011			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
Interstate Maintenance (IM)	\$12,150,000	\$1,350,000	\$13,500,000	\$13,500,000	\$135,000	\$15,000	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$23,040,000	\$2,560,000	\$25,600,000	\$25,600,000
National Highway System (NHS)	\$0	\$0	\$0	\$0	\$231,664	\$51,936	\$283,600	\$283,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program (STP)	\$7,988,288	\$1,836,184	\$9,824,472	\$9,824,472	\$4,482,698	\$1,765,529	\$6,248,227	\$6,124,067	\$1,255,888	\$230,163	\$1,486,051	\$1,486,051	\$1,280,888	\$777,112	\$2,058,000	\$2,033,000
Bridge (B)	\$931,200	\$232,800	\$1,164,000	\$1,164,000	\$311,935	\$34,659	\$346,594	\$346,594	\$1,230,985	\$285,444	\$1,516,429	\$1,516,429	\$0	\$0	\$0	\$0
Congestion Mitigation & Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety	\$261,180	\$29,020	\$290,200	\$290,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equity Bonus (EB)	\$0	\$0	\$0	\$0	\$349,850	\$325,559	\$675,409	\$675,409	\$0	\$0	\$0	\$0	\$256,000	\$113,000	\$369,000	\$394,000
Other FHWA	\$890,008	\$32,000	\$922,008	\$922,008	\$375,840	\$0	\$375,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-FHWA	\$0	\$0	\$0	\$0	\$0	\$3,350,000	\$3,350,000	\$3,350,000	\$0	\$0	\$0	\$0	\$0	\$1,491,000	\$1,491,000	\$1,491,000
American Recovery and Reinvestment Act	\$0	\$0	\$0	\$0	\$40,424,085	\$0	\$40,424,085	\$40,924,085	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Total	\$22,220,676	\$3,480,004	\$25,700,680	\$25,700,680	\$46,311,072	\$5,542,679	\$51,853,751	\$51,853,751	\$2,486,873	\$515,607	\$3,002,480	\$3,002,480	\$24,576,888	\$4,941,112	\$29,518,000	\$29,518,000
Transit Fund Source																
Section 3038 - Over the Road Bus Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 3045 - National Fuel Cell Technology Development Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5303 - CTF Metropolitan Transportation Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5304 - CTF Statewide Transportation Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5305 - Metropolitan and Statewide Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5307 - UZA Formula	\$935,024	\$3,264,200	\$4,199,224	\$4,199,224	\$1,049,600	\$3,318,000	\$4,367,600	\$4,367,600	\$1,277,538	\$3,398,000	\$4,675,538	\$4,675,538	\$1,196,338	\$3,428,200	\$4,624,538	\$4,624,538
Section 5308 - Clean Fuels Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5309 - Capital Bus and Capital New Starts			\$0	\$0	\$1,664,000	\$416,000	\$2,080,000	\$2,080,000	\$2,240,000	\$560,000	\$2,800,000	\$2,800,000	\$928,000	\$232,000	\$1,160,000	\$1,160,000
Section 5310 - Elderly & Disabled			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5311 - Non-UZA			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5313 - Transit Cooperative Research Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5314 - National Research and Technology Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5316 - Transit - Section 5316 - Job Access/Reverse Commute	\$20,000	\$20,000	\$40,000	\$40,000	\$86,000	\$44,000	\$130,000	\$130,000	\$100,500	\$79,500	\$180,000	\$180,000	\$72,500	\$72,500	\$145,000	\$145,000
Section 5317 - Transit - Section 5317 - New Freedom Initiative			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5320 - Alternative Transportation in Parks and Public Lands			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5339 - Alternative Analysis			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5505 - University Transportation Centers Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
ARRA Section 5307 - UZA Formula			\$0	\$0	\$1,279,109	\$0	\$1,279,109	\$1,279,109			\$0	\$0			\$0	\$0
ARRA Section 5311 - Non-UZA			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Transit - Other Federal Funds - Non-FTA			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Transit Total	\$955,024	\$3,284,200	\$4,239,224	\$4,239,224	\$4,078,709	\$3,778,000	\$7,856,709	\$7,856,709	\$3,618,038	\$4,037,500	\$7,655,538	\$7,655,538	\$2,196,838	\$3,732,700	\$5,929,538	\$5,929,538
Notes: 1. Estimated federal revenue is apportionment (not obligation authority). It includes all phases for each trunkline and local project. 2. Estimated non-federal revenue includes state and local match and other funds for all phases for each trunkline and local project. 3. The FY 2008-2011 STIP reports financial constraint by major federal funding source. 4. \$563,000 of non-federal revenue for Harrison St in FY2009 will be returned to Bay City as federal revenue in FY2010. 5. FY 2009 has 2 projects with multiple Federal Funding sources, Henry St (HPP & STUL) & the Marquette Connector (ARUL & STH) 6. FY 2011 has 1 project with multiple Federal Funding sources, Beaver Rd (EDDF and ST)																

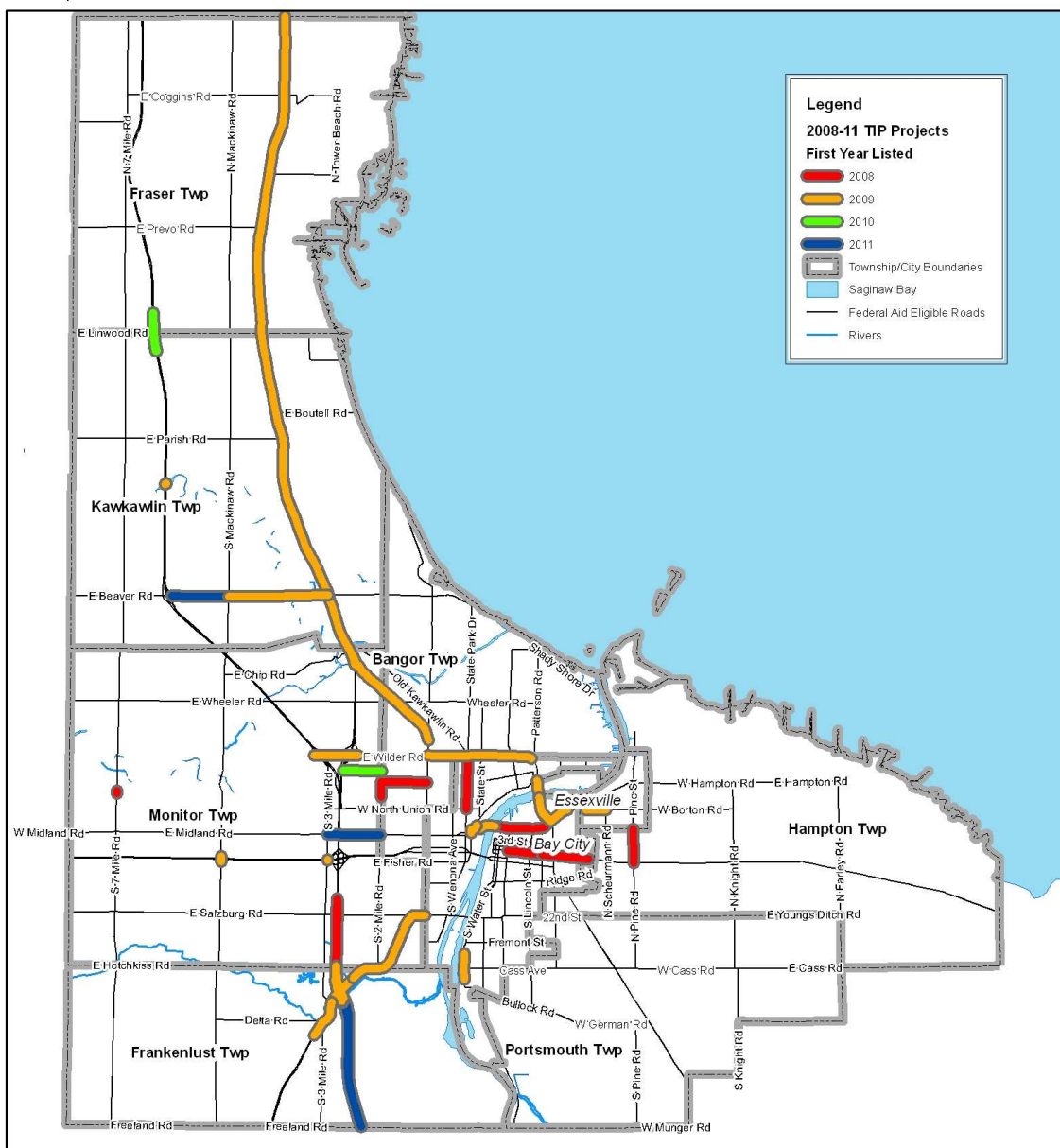


## Bay City Area Transportation Study (BCATS)

2008-09-10-11 Transportation Improvement Program (TIP)  
Project Locations

April 2009

0 0.5 1 2 3 4 Miles





## Chapter 3 – Environmental Justice

In April 1997 the U.S. Department of Transportation (DOT) issued the DOT order on environmental justice to address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2). The order generally describes the process for incorporating environmental justice principles into all DOT programs, policies, and activities.

Environmental justice is an important part of the planning process and must be considered in all phases of planning. This includes all public participation plans and activities, the development of Regional Transportation Plans and Transportation Improvement Programs adopted by BCATS. Specifically, BCATS will consider environmental justice concerns within their established public involvement procedures.

There are three fundamental concepts of environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

BCATS has identified census block groups where a high percentage of low-income and minority populations live so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. BCATS recently updated its public Participation Plan to eliminate barriers and engage minority and low-income populations in transportation decision making.

However, BCATS cannot fully meet community needs without the active participation of well-informed, empowered individuals; community groups; and other non-governmental organizations. These individuals and groups advance the letter, spirit, and intent of environmental justice in transportation when they are involved in public participation activities (meetings, hearings, advisory groups) to help BCATS understand community needs, perceptions, and goals. Our basic message to all citizens is that the earlier you get involved, the better your chances will be to create the impact you desire. There are many situations where public participation has influenced transportation decisions made in our community.

Transportation programs and projects cannot proceed without citizen acceptance and support that comes through an educated public and an open inclusive process.



BCATS has worked with the following groups for environmental justice purposes: the 5 Citizen District Councils, the Hispanic Community Agency, NAACP Bay City branch, the Saginaw Chippewa Indian Tribe, the Bay City Housing Commission (low income) and the Division on Aging. Of particular note, the City of Bay City and the Chippewa Tribe have cooperated on past projects by agreeing on an official Protocol for the handling and disposition of human remains. BCATS has contacted the 5 Citizen District Councils to solicit input into the transportation planning process. BCATS has notified the local president of the NAACP regarding the TIP and Metropolitan Transportation Plan. TIP project and meeting information is posted on the Bay County website <http://www.co.bay.mi.us> under the Transportation Planning Division link as well as being published in the local newspaper, Bay City Times, and in and around the Bay County Building. BCATS hosted a Public Hearing to present the TIP to the public and solicit comments on Wednesday, May 30<sup>th</sup>, 2007 from 4 p.m. to 7 p.m. at Alice & Jack Wirt Public Library, 500 Center Ave, Bay City, MI 48708. BCATS will continue the ongoing development of strategies to ensure cooperation between the MPO and community organizations representing low-income populations and minority populations.

### **Definition of “Minority” for Purposes of Environmental Justice**

According to the U.S. DOT Order 5610.2 the following groups are defined as “minority”:

1. Black (a person having origins in any of the black racial groups of Africa).
2. Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race).
3. Asian American (a person having origins in any of the original people of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands).
4. American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

### **Definition of “Low-income” for Purposes of Environmental Justice**

Defined as a person whose household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. HHS poverty guidelines are used as eligibility criteria for the Community Services Block Grant Program and a number of other federal programs. However, a state or locality may adopt a higher threshold for low-income, as long as the higher threshold is not selectively implemented and is inclusive of all persons at or below the HHS poverty guidelines.



## Development and Analysis

BCATS has developed a demographic profile of the transportation planning area that includes identification of the locations of minority populations and low-income populations as covered by the executive order on environmental justice.

The tables and maps, beginning on page 24, identify the minority populations and low-income populations in the BCATS area. The maps identify minority and low-income areas in relation to the FY-2008/09/10/11 proposed TIP projects, in order to provide a visual analysis of potential impacts.

Of the 11 total street and highway projects and 1 enhancement project in the TIP, 4 projects are located within or adjacent to census tracts identified as having a total minority percentage higher than the overall BCATS average for all census tracts. For each identified minority population, 7 projects are located within or adjacent to African American minority areas, 10 projects are located within or adjacent to Asian minority areas, 5 projects are within or adjacent to Native American minority areas, and 4 projects are within or adjacent to Hispanic minority areas. In addition, 3 of the 12 projects are within or adjacent to block groups which have been identified to have a low-income population higher than the overall BCATS average for all block groups.

Overall, 8 of the 11 of the street and highway projects are completely preservation and maintenance in nature. These projects do not include any relocations and displacements. Two of the expansion projects, Pine Rd and Midland Rd, both involve the addition of a center turn lane, but do not include any relocations and displacements. MDOT has conducted an Environmental Assessment of the I-75 project in 2007, the third expansion project. The Project Mitigation Summary for Preferred Alternative is included at the end of the TIP. This project does not include any relocations, displacements, or right of way acquisitions.

During the planning process, all projects will have an opportunity for public comment and participation. For major projects in the TIP, open houses will be conducted. These project open houses are held to discuss the socio-economic impacts of the project on the community which includes any low-income populations or minority populations. Mailing lists are compiled and invitations sent to everyone in the affected neighborhood. Also, during construction, appropriate detour routes are developed to minimize delay and disruption on all population groups. Having followed the adopted environmental justice practices BCATS has not identified any disproportionate adverse effects on minority and low-income populations.

There are also 26 transit projects identified in the TIP. The service area of the Bay Metro Transit Authority is the entire BCATS area. The Bay Metro Transit Authority promotes equity within their transportation programs. For example, Bay Metro supplies transit service to everyone, regardless of where they live, if they own a vehicle or not. Bay Metro has discounted fares for



the elderly, the disabled and students populations. Outside of new vehicle purchases, all projects are for improvements at the central passenger station or the main administrative building. These 26 projects benefit all identified minority populations and low-income populations.

This TIP was adopted according to the BCATS Participation Plan, which ensures that the decision-making process was open and fair and there was no denial or delay of benefits to minority and low-income populations. It should be noted that the Participation Plan was updated as part of the 2035 long range planning process and was adopted on June 28, 2006.

BCATS will continue to address environmental justice issues over the life of the TIP. Coordination with the MDOT with assistance and guidance provided by the FHWA will help to refine and expand on our efforts.





## Identification of Minority Populations for Environmental Justice Analysis

By Census Block Group for the BCATS Area

Source: 2000 U.S. Census

All Bold percentages above BCATS average

Block Group	Total Pop.	African Amer. Pop.	% African Amer.	Asian Amer. Pop.	% Asian Amer.	Hispanic Amer. Pop.	% Hispanic Amer.	Native Amer. Pop.	% Native Amer.	Total Minority Pop.	% Total Minority
<b>BAY CITY</b>											
01001	515	23	<b>4.47%</b>	4	<b>0.78%</b>	34	<b>6.60%</b>	12	<b>2.33%</b>	73	<b>14.17%</b>
02001	608	56	<b>9.21%</b>	0	0.00%	58	<b>9.54%</b>	0	0.00%	114	<b>18.75%</b>
02002	564	72	<b>12.77%</b>	0	0.00%	75	<b>13.30%</b>	12	<b>2.13%</b>	159	<b>28.19%</b>
03001	550	76	<b>13.82%</b>	4	0.21%	74	<b>13.45%</b>	9	<b>1.64%</b>	163	<b>29.64%</b>
03002	953	56	<b>5.88%</b>	2	0.21%	51	<b>5.35%</b>	6	<b>0.63%</b>	115	<b>12.07%</b>
04001	768	15	<b>1.95%</b>	2	0.00%	54	<b>7.03%</b>	18	<b>2.34%</b>	89	<b>11.59%</b>
04002	618	23	<b>3.72%</b>	0	0.00%	52	<b>8.41%</b>	13	<b>2.10%</b>	88	<b>14.24%</b>
04003	756	62	<b>8.20%</b>	11	<b>1.33%</b>	59	<b>7.80%</b>	7	<b>0.93%</b>	139	<b>18.39%</b>
04004	1049	41	<b>3.91%</b>	14	<b>1.33%</b>	83	<b>7.91%</b>	25	<b>2.38%</b>	163	<b>15.54%</b>
05001	490	8	<b>1.63%</b>	2	0.35%	11	2.24%	1	0.20%	22	4.49%
05002	565	2	0.35%	2	0.35%	8	1.42%	1	0.18%	13	2.30%
05003	789	9	1.14%	5	0.52%	23	2.92%	1	0.13%	38	4.82%
05004	768	19	<b>2.47%</b>	4	0.52%	39	<b>5.08%</b>	0	0.00%	62	<b>8.07%</b>
05005	1142	28	<b>2.45%</b>	5	0.19%	45	3.94%	2	0.18%	80	<b>7.01%</b>
06001	523	1	0.19%	1	0.19%	29	<b>5.54%</b>	6	<b>1.15%</b>	37	<b>7.07%</b>
06002	926	7	0.76%	0	<b>0.59%</b>	35	3.78%	2	0.22%	44	4.75%
06003	680	34	<b>5.00%</b>	4	<b>0.59%</b>	61	<b>8.97%</b>	4	<b>0.59%</b>	103	<b>15.15%</b>
06004	826	20	<b>2.42%</b>	0	0.47%	63	<b>7.63%</b>	7	<b>0.85%</b>	90	<b>10.90%</b>
07001	851	40	<b>4.70%</b>	4	0.47%	107	<b>12.57%</b>	13	<b>1.53%</b>	164	<b>19.27%</b>
07002	575	29	<b>5.04%</b>	9	0.13%	80	<b>13.91%</b>	6	<b>1.04%</b>	124	<b>21.57%</b>
07003	764	30	<b>3.93%</b>	1	0.13%	77	<b>10.08%</b>	3	0.39%	111	<b>14.53%</b>
07004	829	58	<b>7.00%</b>	13	0.00%	110	<b>13.27%</b>	12	<b>1.45%</b>	193	<b>23.28%</b>
07005	566	34	<b>6.01%</b>	0	0.00%	119	<b>21.02%</b>	3	<b>0.53%</b>	156	<b>27.56%</b>
08001	1610	18	1.12%	3	<b>0.56%</b>	48	2.98%	2	0.12%	71	4.41%
08002	1247	1	0.08%	7	<b>0.56%</b>	90	<b>7.22%</b>	1	0.08%	99	<b>7.94%</b>
08003	931	6	0.64%	3	0.21%	50	<b>5.37%</b>	2	0.21%	61	6.55%
09001	960	19	<b>1.98%</b>	2	0.21%	108	<b>11.25%</b>	2	0.21%	131	<b>13.65%</b>
09002	1012	15	<b>1.48%</b>	14	<b>1.71%</b>	102	<b>10.08%</b>	4	0.40%	135	<b>13.34%</b>
09003	526	11	<b>2.09%</b>	9	<b>1.71%</b>	34	<b>6.46%</b>	2	0.38%	56	<b>10.65%</b>
09004	704	21	<b>2.98%</b>	8	0.28%	49	<b>6.96%</b>	4	<b>0.57%</b>	82	<b>11.65%</b>
10001	724	1	0.14%	2	0.28%	53	<b>7.32%</b>	0	0.00%	56	<b>7.73%</b>
10002	772	1	0.13%	1	0.16%	19	2.46%	3	0.39%	24	3.11%
10003	636	4	0.63%	1	0.16%	28	<b>4.40%</b>	3	0.47%	36	5.66%
10004	807	4	0.50%	7	0.13%	31	3.84%	6	<b>0.74%</b>	48	5.95%
10005	756	0	0.00%	1	0.13%	40	<b>5.29%</b>	1	0.13%	42	5.56%
10006	668	5	0.75%	2	0.00%	27	4.04%	0	0.00%	34	5.09%
11001	544	13	<b>2.39%</b>	0	0.00%	50	<b>9.19%</b>	0	0.00%	63	<b>11.58%</b>
11002	531	6	1.13%	9	<b>1.54%</b>	23	<b>4.33%</b>	2	0.38%	40	<b>7.53%</b>
12001	781	12	<b>1.54%</b>	12	<b>1.54%</b>	29	3.71%	2	0.26%	55	<b>7.04%</b>
12002	824	7	0.85%	1	0.46%	53	<b>6.43%</b>	3	0.36%	64	<b>7.77%</b>
12003	873	10	1.15%	4	0.46%	63	<b>7.22%</b>	8	<b>0.92%</b>	85	<b>9.74%</b>
12004	1085	11	1.01%	2	<b>0.77%</b>	37	3.41%	2	0.18%	52	4.79%



12005	776	9	1.16%	6	0.77%	48	6.19%	5	0.64%	68	8.76%
13001	866	5	0.58%	1	0.56%	39	4.50%	3	0.35%	48	5.54%
13002	532	16	3.01%	3	0.56%	15	2.82%	6	1.13%	40	7.52%
13003	1183	8	0.68%	1	0.08%	65	5.49%	4	0.34%	78	6.59%
13004	794	26	3.27%	8	1.01%	25	3.15%	2	0.25%	61	7.68%
<b>ESSEXVILLE</b>											
51001	793	6	0.76%	5	0.63%	17	2.14%	7	0.88%	35	4.41%
51002	1574	7	0.44%	16	1.02%	27	1.72%	8	0.51%	58	3.68%
51003	793	7	0.88%	1	0.13%	20	2.52%	6	0.76%	34	4.29%
51004	606	0	0.00%	0	0.00%	14	2.31%	7	1.16%	21	3.47%
<b>HAMPTON</b>											
52001	852	7	0.82%	1	0.12%	11	1.29%	2	0.23%	21	2.46%
52002	1009	25	2.48%	21	2.08%	52	5.15%	12	1.19%	110	10.90%
52003	1080	6	0.56%	12	1.11%	24	2.22%	2	0.19%	44	4.07%
52004	1211	2	0.17%	2	0.17%	17	1.40%	0	0.00%	21	1.73%
52009	5750	92	1.60%	32	0.56%	151	2.63%	27	0.47%	302	5.25%
<b>PORTSMOUTH</b>											
53001	1376	9	0.65%	1	0.07%	39	2.83%	8	0.58%	57	4.14%
53002	992	3	0.30%	1	0.10%	20	2.02%	1	0.10%	25	2.52%
53003	758	15	1.98%	1	0.13%	57	7.52%	1	0.13%	74	9.76%
53004	493	0	0.00%	2	0.41%	9	1.83%	0	0.00%	11	2.23%
<b>FRANKENLUST</b>											
54001	754	3	0.40%	18	2.39%	3	0.40%	1	0.13%	25	3.32%
54002	770	12	1.56%	15	1.95%	14	1.82%	1	0.13%	42	5.45%
54003	1006	1	0.10%	18	1.79%	21	2.09%	1	0.10%	41	4.08%
<b>MONITOR</b>											
55001	1057	6	0.57%	4	0.38%	12	1.14%	0	0.00%	22	2.08%
55002	1171	1	0.09%	4	0.34%	11	0.94%	0	0.00%	16	1.37%
55003	1108	1	0.09%	1	0.09%	10	0.90%	6	0.54%	18	1.62%
55004	559	0	0.00%	0	0.00%	19	3.40%	0	0.00%	19	3.40%
55005	2265	6	0.26%	14	0.62%	39	1.72%	2	0.09%	61	2.69%
57001	1724	4	0.23%	3	0.17%	44	2.55%	6	0.35%	57	3.31%
57002	705	0	0.00%	5	0.71%	11	1.56%	3	0.43%	19	2.70%
57003	534	3	0.56%	1	0.19%	5	0.94%	3	0.56%	12	2.25%
57004	914	0	0.00%	5	0.55%	18	1.97%	1	0.11%	24	2.63%
<b>BANGOR</b>											
58001	2818	47	1.67%	42	1.49%	123	4.36%	9	0.32%	221	7.84%
58002	817	1	0.12%	4	0.49%	13	1.59%	3	0.37%	21	2.57%
58003	1837	14	0.76%	2	0.11%	41	2.23%	9	0.49%	66	3.59%
58004	910	2	0.22%	13	1.43%	21	2.31%	7	0.77%	43	4.73%
59001	1571	6	0.38%	7	0.45%	56	3.56%	3	0.19%	72	4.58%
59002	1785	4	0.22%	2	0.11%	39	2.18%	3	0.17%	48	2.69%
59003	1990	5	0.25%	5	0.25%	55	2.76%	23	1.16%	88	4.42%
60001	1077	0	0.00%	1	0.09%	19	1.76%	3	0.28%	23	2.14%
60002	1185	0	0.00%	5	0.42%	15	1.27%	0	0.00%	20	1.69%
60003	1557	5	0.32%	8	0.51%	32	2.06%	4	0.26%	49	3.15%



<b>KAWKAWLIN</b>											
61001	1603	4	0.25%	2	0.12%	23	1.43%	5	0.31%	34	2.12%
61002	861	4	0.46%	0	0.00%	36	<b>4.18%</b>	3	0.35%	43	4.99%
61003	913	0	0.00%	4	0.44%	23	2.52%	5	<b>0.55%</b>	32	3.50%
61004	1727	16	0.93%	4	0.23%	35	2.03%	10	<b>0.58%</b>	<u>65</u>	3.76%
<b>FRASER</b>											
62002	146	0	0.00%	0	0.00%	0	0.00%	1	<b>0.68%</b>	1	0.68%
62003	1262	2	0.16%	1	0.08%	17	1.35%	8	<b>0.63%</b>	28	2.22%
62004	1008	7	0.69%	8	<b>0.79%</b>	15	1.49%	5	<b>0.50%</b>	35	3.47%
62005	959	0	0.00%	3	0.31%	15	1.56%	4	0.42%	22	2.29%
BCATS Totals	90697	1305	1.44%	488	0.54%	3716	4.10%	440	0.49%	5949	6.56%



## Identification of Low-Income Areas for Environmental Justice Analysis

By Census Block Group for the BCATS Area

Source: 2000 U.S. Census

All Bold percentages above BCATS average

Block Group	Total Population	Population for whom Poverty Status was Determined	Pop. Below Poverty Level	% BELOW POVERTY LEVEL
<b>BAY CITY</b>				
01001	515	516	100	<b>19.38%</b>
02001	608	435	170	<b>39.08%</b>
02002	564	524	200	<b>38.17%</b>
03001	550	526	181	<b>34.41%</b>
03002	953	990	171	<b>17.27%</b>
04001	768	717	49	6.83%
04002	618	599	129	<b>21.54%</b>
04003	756	868	250	<b>28.80%</b>
04004	1049	997	273	<b>27.38%</b>
05001	490	517	48	9.28%
05002	565	569	29	5.10%
05003	789	741	59	7.96%
05004	768	752	21	2.79%
05005	1142	1147	109	9.50%
06001	523	524	32	6.11%
06002	926	929	99	<b>10.66%</b>
06003	680	675	108	<b>16.00%</b>
06004	826	827	152	<b>18.38%</b>
07001	851	825	271	<b>32.85%</b>
07002	575	603	159	<b>26.37%</b>
07003	764	755	104	<b>13.77%</b>
07004	829	851	128	<b>15.04%</b>
07005	566	525	267	<b>50.86%</b>
08001	1610	1632	29	1.78%
08002	1247	1246	51	4.09%
08003	931	910	70	7.69%
09001	960	900	172	<b>19.11%</b>
09002	1012	1111	236	<b>21.24%</b>
09003	526	541	94	<b>17.38%</b>
09004	704	658	141	<b>21.43%</b>
10001	724	746	99	<b>13.27%</b>
10002	772	739	68	9.20%
10003	636	644	103	<b>15.99%</b>
10004	807	828	0	0.00%
10005	756	768	90	<b>11.72%</b>
10006	668	638	72	<b>11.29%</b>
11001	544	512	68	<b>13.28%</b>
11002	531	542	37	6.83%
12001	781	790	66	8.35%
12002	824	856	195	<b>22.78%</b>
12003	873	885	105	<b>11.86%</b>
12004	1085	1034	85	8.22%



Bay City Area Transportation Study (BCATS)  
Transportation Improvement Program (TIP) - FY 2008/2009/2010/2011

FINAL REPORT  
Amended 15 April 2009

12005	776	756	114	15.08%
13001	866	851	137	16.10%
13002	532	527	86	16.32%
13003	1183	1216	64	5.26%
13004	794	776	45	5.80%
<b>ESSEXVILLE</b>				
51001	793	784	19	2.42%
51002	1574	1537	97	6.31%
51003	793	903	41	4.54%
51004	606	542	9	1.66%
<b>HAMPTON</b>				
52001	852	783	10	1.28%
52002	1009	953	61	6.40%
52003	1080	1121	88	7.85%
52004	1211	1286	53	4.12%
52009	5750	5428	847	15.60%
<b>PORTSMOUTH</b>				
53001	1376	1352	28	2.07%
53002	992	1012	64	6.32%
53003	758	759	178	23.45%
53004	493	479	24	5.01%
<b>FRANKENLUST</b>				
54001	754	759	14	1.84%
54002	770	719	50	6.95%
54003	1006	1052	16	1.52%
<b>MONITOR</b>				
55001	1057	1051	17	1.62%
55002	1171	1077	43	3.99%
55003	1108	1030	75	7.28%
55004	559	581	7	1.20%
55005	2265	2260	115	5.09%
57001	1724	1727	130	7.53%
57002	705	735	52	7.07%
57003	534	524	32	6.11%
57004	914	891	70	7.86%
<b>BANGOR</b>				
58001	2818	2815	328	11.65%
58002	817	756	78	10.32%
58003	1837	1861	106	5.70%
58004	910	795	19	2.39%
59001	1571	1557	67	4.30%
59002	1785	1778	67	3.77%
59003	1990	1991	267	13.41%
60001	1077	1085	77	7.10%



60002	1185	1160	49	4.22%
60003	1557	1525	43	2.82%
<b>KAWKAWLIN</b>				
61001	1603	1764	62	3.51%
61002	861	930	26	2.80%
61003	913	747	72	9.64%
61004	1727	1591	89	5.59%
<b>FRASER</b>				
62002	146	142	6	4.23%
62003	1262	1217	109	8.96%
62004	1008	1026	107	10.43%
62005	959	977	86	8.80%
<b>Totals</b>	<b>90697</b>	<b>89580</b>	<b>9134</b>	<b>10.20%</b>



Identification of All Minority Areas for  
Environmental Justice Analysis  
Census Block Groups containing All Minority Populations  
above the BCATS Area average of 6.56%  
2000 Census Data

May 2009







## Bay City Area Transportation Study (BCATS)

2008-09-10-11 Transportation Improvement Program

### Identification of African American Minority Areas for Environmental Justice Analysis

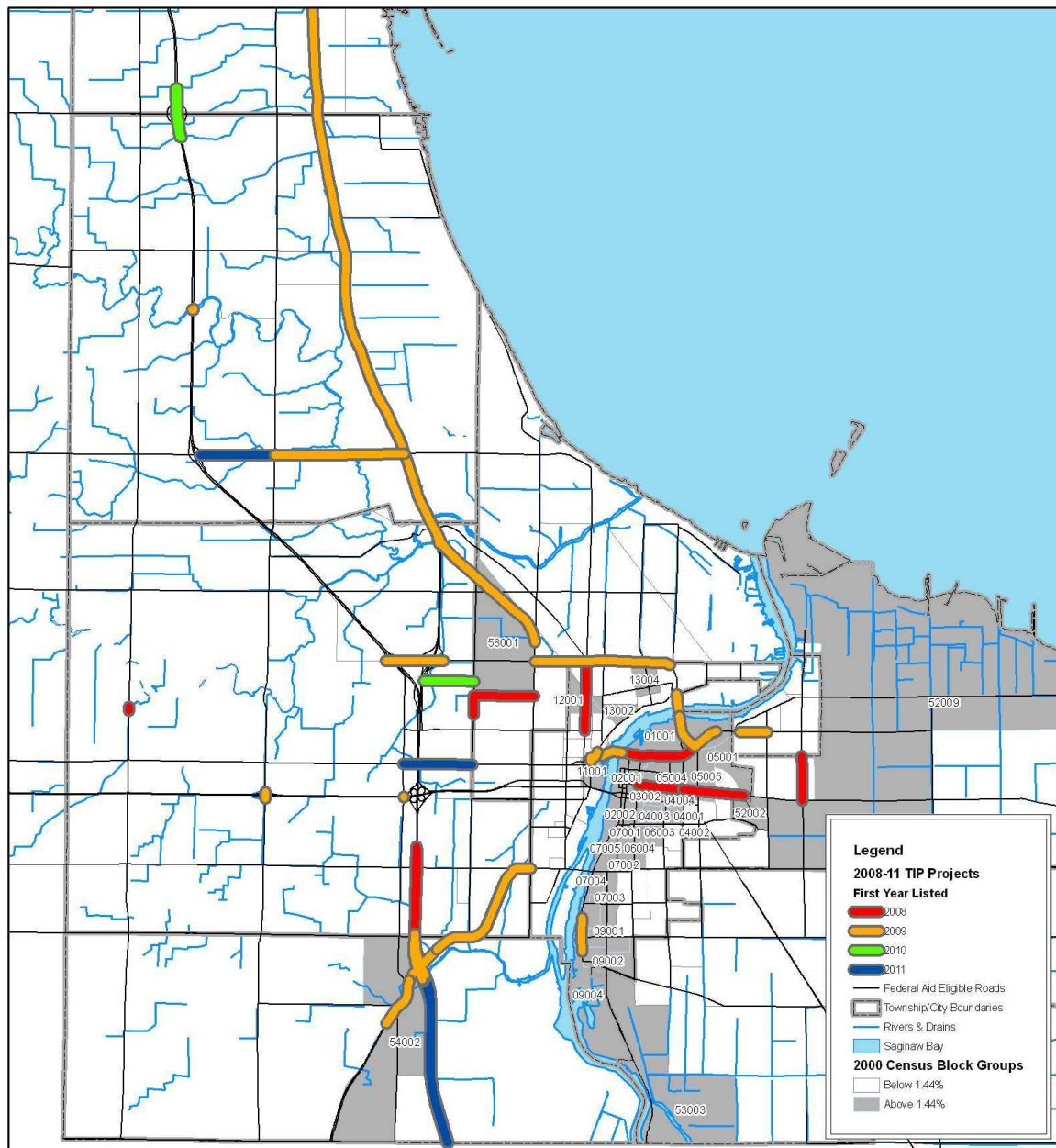
Census Block Groups containing African American Populations  
above the BCATS Area average of 1.44%  
2000 Census Data

Prepared By: County of Bay  
Cpt. of Environmental Affairs &  
Community Development - GIS Program  
515 Center Ave.  
Bay City, MI 48708

May 2009



00.25 0.5 1 1.5 2 Miles







## Bay City Area Transportation Study (BCATS)

2008-09-10-11 Transportation Improvement Program

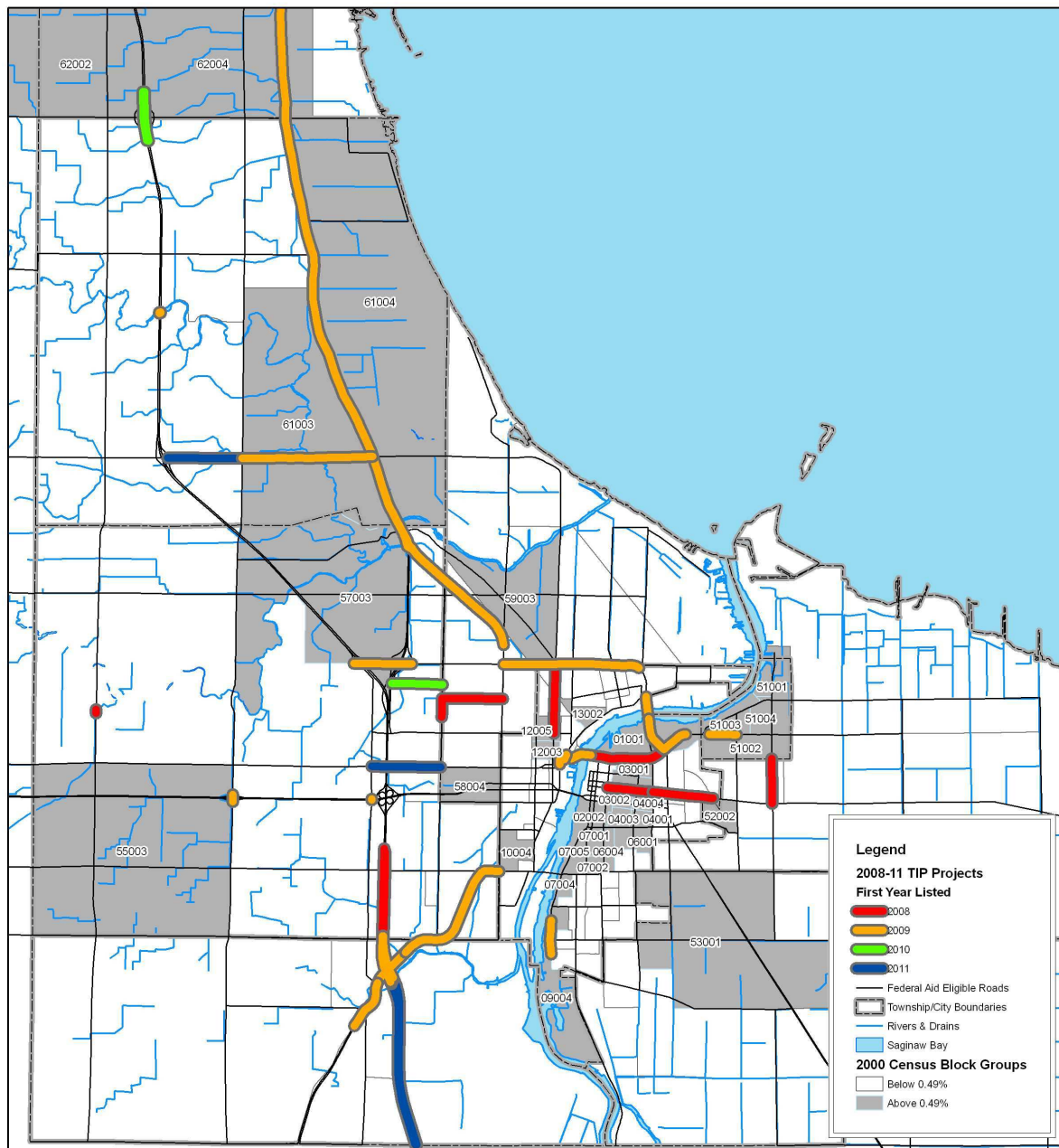
Identification of Native American Minority Areas for  
Environmental Justice Analysis  
Census Block Groups containing Native American Populations  
above the BCATS Area average of 0.49%  
2000 Census Data

Prepared By: County of Bay  
Dpt. of Environmental Affairs &  
Community Development -- GIS Program  
515 Center Ave  
Bay City, MI 48708

May 2009



0.25 0.5 1 1.5 2 Miles





## Bay City Area Transportation Study (BCATS)

2008-09-10-11 Transportation Improvement Program

Identification of Asian American Minority Areas for  
Environmental Justice Analysis

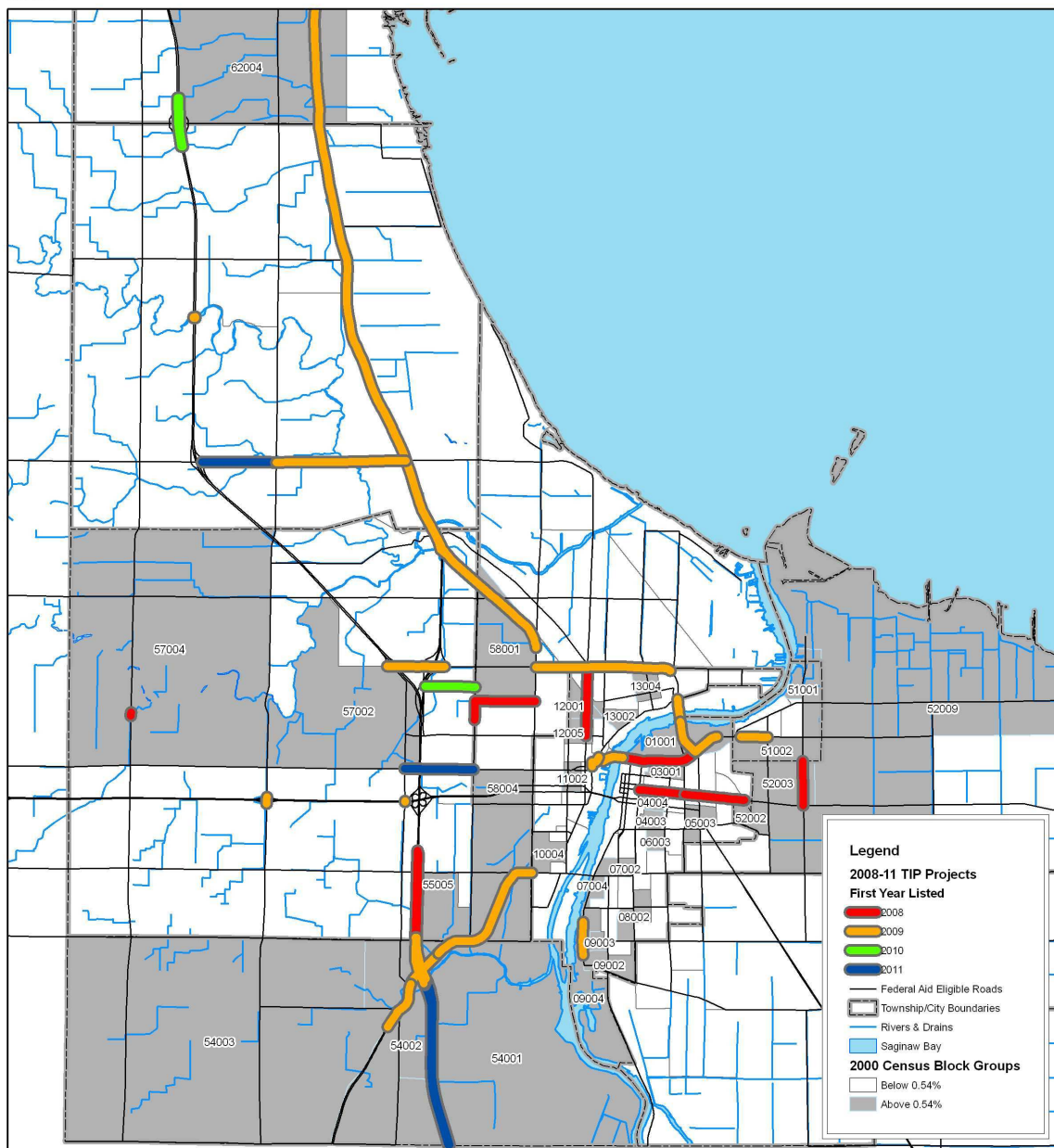
Census Block Groups containing Asian American Populations  
above the BCATS Area average of 0.54%  
2000 Census Data

Prepared By: County of Bay  
Dpt. of Environmental Affairs &  
Community Development -- GIS Program  
515 Center Ave  
Bay City, MI 48708

May 2009



00.25 0.5 1 1.5 2 2.5 3 Miles





## Bay City Area Transportation Study (BCATS)

2008-09-10-11 Transportation Improvement Program

Identification of Hispanic American Minority Areas for  
Environmental Justice Analysis

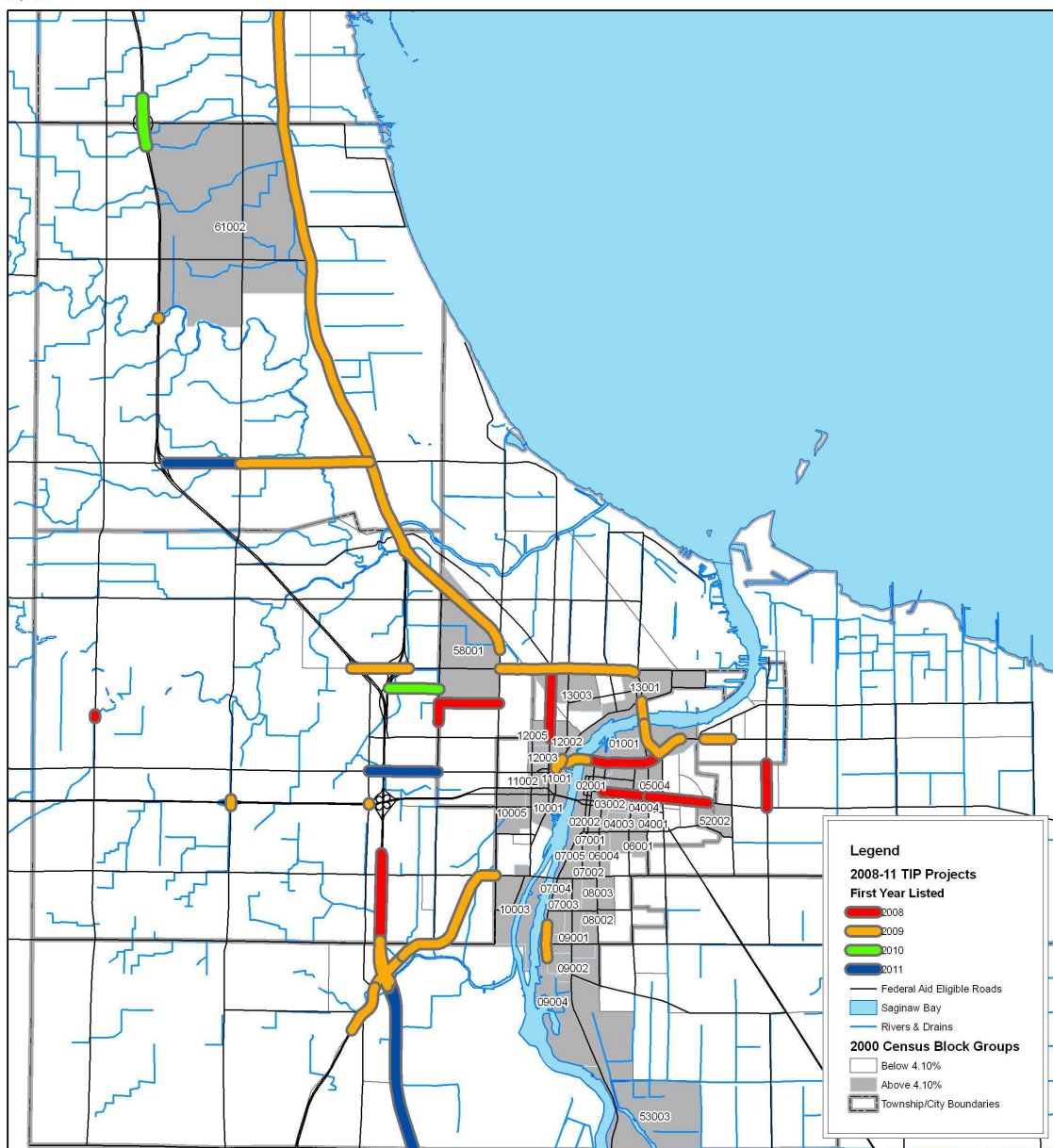
Census Block Groups containing Hispanic American Populations  
above the BCATS Area average of 4.10%  
2000 Census Data

Prepared By: County of Bay  
Dpt. of Environmental Affairs &  
Community Development -- GIS Program  
515 Center Ave  
Bay City, MI 48708

May 2009



00.25 0.5 1 1.5 2 Miles





## Bay City Area Transportation Study (BCATS)

2008-09-10-11 Transportation Improvement Program

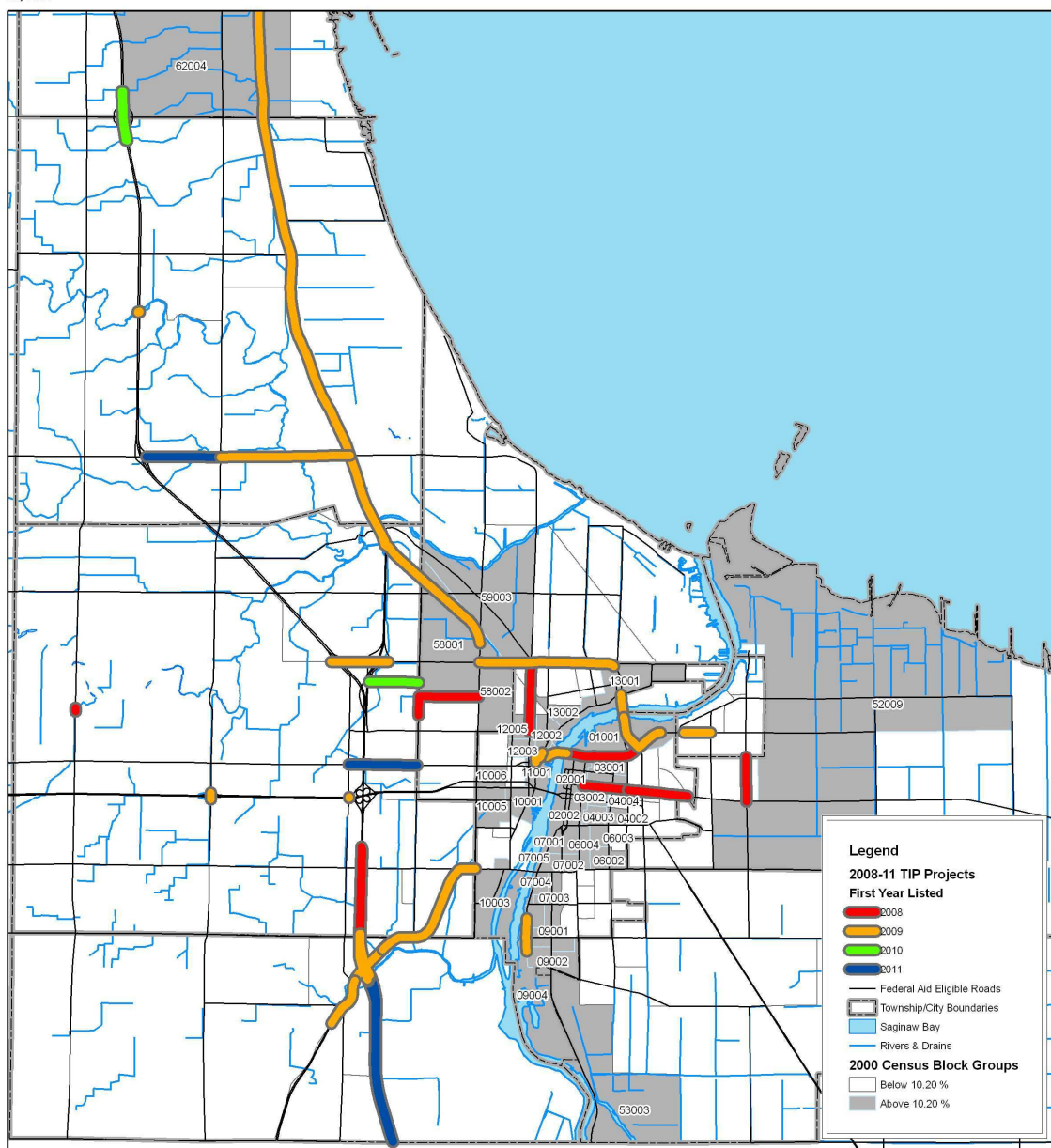
Identification of Low Income Areas for  
Environmental Justice Analysis  
Census Block Groups containing Low Income Populations  
above the BCATS Area average of 10.20%  
2000 Census Data

Prepared By: County of Bay  
Dpt. of Environmental Affairs &  
Community Development -- GIS Program  
515 Center Ave  
Bay City, MI 48708

May 2009



00.25 0.5 1 1.5 2 Miles







## Appendix

### METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION (for Attainment Areas)

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the Bay City Area Transportation Study (BCATS), the Metropolitan Planning Organization for the Bay City, Michigan urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.334;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
Dale Majerczyk, Chairman  
Bay City Area Transportation Study

6-20-2007  
Date

  
Susan Mortel, Director  
Bureau of Transportation Planning

6/27/07  
Date



## Summary of Amendments

**10/15/2008**

### Bay City

1. **Update Cost in 2009:** Harrison St, added 2009 STUL funds and updated estimate: **Total Cost: \$1,442,493**

**8/20/2008**

### MDOT

1. **Add Project in 2009:** PE for M-13/M-84, Euclid Ave to Lafayette Ave bascule Bridge  
**Total Cost \$258,600**
2. **Add Project in 2009:** ROW for M-13/M-84, Euclid Ave to Lafayette Ave bascule Bridge  
**Total Cost \$25,000**
3. **Add Project in 2009:** Trunkline Bridge CPM: Total Cost \$347,000
4. **Delete Project in 2008:** Permanent Message signs (ITS) along I-75 & US-10

### BCRC

5. **Update Cost in 2010:** Beaver Rd, 4 Mile Rd to Mackinaw Rd: Federal funds added: **Total Cost: \$378,560**

### Bay City

6. **Add Project in 2009 & 2010 :** Harrison St from 32nd St to 38th St: **Total Cost: \$895,031**

## Administrative Modifications

- Moved M-25 (Center Ave) Streetscape and Lighting to FY 2008
- Changed scope from CON to PE for M-25 Heritage Route
- Updated costs for Henry St to reflect actual cost

**4/16/2008**

### MDOT

1. **Add Project in 2008:** I-75 & US-10 ITS project **Total Cost: \$765,000**
2. **Add Project in 2008:** Center Ave Heritage Route: Wayfinding, Interpretive Signage & Walking Tour Brochure: Project was in 2006-08 TIP but was never obligated and is now obligated for 2008.  
**Total Cost: \$157,000**
3. **Add Project in 2009:** I-75, NB & SB over N. Branch of Kawkawlin River  
**Total Cost: \$346,594**



4. **Cost Update in 2009:** M-25 Streetscaping Original Cost \$983,000 **Updated Cost: \$1,030,618**
5. **Cost Update in 2010:** M-13: over Kawkawlin River Original Cost \$351,000 **Updated Cost: \$552,008**
6. **Move to 2011 from 2010 & Update Cost:** I-75 Bridges over Squaconning Creek –Original Cost \$1,770,000  
**Updated Cost: \$1,876,180**
7. **Update Cost in 2011:** I-75: Saginaw County Line to Dutch Creek – Original Cost \$19,000,000  
**Updated Cost: \$25,600,000**

## BCRC

8. **Add Project in 2008** - 7 Mile Rd over the Bradford Creek. **Total Cost: \$290,200**
9. **Add Project in 2008** - Beaver Rd between M-13 & 4 Mile Rd **Total Cost: \$350,000**
10. **Add Project in 2008** - Safe Route to School Grant: BCRC and Bangor Twp. School District installation of sidewalks on Kiesel Rd and 2 Mile Rd as well as Ped. Crossing at Kiesel & Euclid Ave (M-13) **Total Cost: \$389,168** (100% federal funds)
11. **Add Project in 2010** - Beaver Rd between 4 Mile Rd & Mackinaw Road **Total Cost: \$379,000**
12. **Add Project in 2011** - Beaver Rd between Mackinaw Rd & I-75 **Total Cost: \$394,000**
13. **Correct Cost in 2011** - Midland Rd with inflation cost factor estimate from \$1,800,000 to \$2,033,000. No change in STP amount allocated (ACC from 2012)  
**Updated Cost: \$2,033,000**

## BMTA

14. **Correct Cost in 2008-** Transit Project: Service support vehicle-service truck. - Original Cost: \$35,000;  
**Updated Cost: \$40,000**
15. **Add Project in 2008** - Transit Project: Service support vehicle-route supervisor vehicle - **Total Cost: \$35,000**
16. **Add Project in 2008** - Transit Project: JARC Operating **Total Cost: \$40,000**
17. **Add Project in 2009** - Transit Project: JARC Operating **Total Cost: \$60,000**
18. **Add Project in 2009** - Transit Project: Purchase of two 15-Passenger JARC vans **Total Cost: \$70,000**
19. **Add Project in 2010** - Transit Project: JARC Operating **Total Cost: \$60,000**
20. **Add Project in 2011** - Transit Project: JARC Operating **Total Cost: \$60,000**

## Bay City

21. **Add Project in 2009** - Liberty Bridge painting and rehabilitation  
**Total Cost: \$1,500,000** (95% state, 5% local)
22. **Add Project in 2009** - Independence Bridge (over Saginaw river & Martin St) painting and rehabilitation  
**Total Cost: \$1,500,000** (95% state, 5% local)
23. **Add Project in 2009** - Harry S Truman Bridge (Independence Bridge over C&O RR & Water St) painting and rehabilitation **Total Cost: \$350,000** (95% state, 5% local)

## Administrative Modifications April 16, 2008

1. Move MDOT M-25 Reconstruction Project # 75294 from FY2009 to FY2008
2. Move MDOT M-25 Enhancement Project # 89106 from FY2009 to FY2008

## 8/20/2008

1. **Henry St.** Corrected cost to actual bid total.



2. **M-25 Heritage Route:** Scope correction, CON to PE
3. **MDOT ITS Projects:** Project Deleted
4. **M-25 (Center Ave) Streetscape:** Moved from 2009 to 2008
5. **Harrison St Reconstruction:** Added Project
6. **M-13/M-84 Reconstruction ROW and PE:** Added Project
7. **Trunkline Bridge CPM:** Added Project
8. **Beaver Rd Rehab:** Adjust costs

#### 10/15/2008

1. **Harrison St Reconstruction:** Adjusted costs

#### 12/17/2008

1. **Independence Bridge Rehab:** Added Project in 2011
2. **Liberty Bridge Rehab:** Added Project in 2011
3. **Marquette Ave Connector:** Added Safety Project in 2009

#### 02/18/2009

1. Various BMTA Amendment for 2008 unfunded projects

#### 03/09/2009 - MDOT ARRA Administrative Modifications (all project additions)

1. US-10 Bridges
2. M-84 Reconstruction
3. M-13 Paved Shoulders
4. I-75 Reconstruction

#### 04/15/2009

1. **Beaver Rd Resurfacing:** Expanded limits in 2009 project
2. **Marquette Ave Connector:** Scope change to concrete and include ARRA funding
3. **BMTA ARRA Projects:** Communication Equip., replace lift vans, replace buses, replace concrete drive, add security equipment.
4. **MDOT CPM Trunkline Bridge:** Cost increase
5. **I-75 Reconstruction:** Correction limits and added PE
6. **M-84 Reconstruction:** Cost increase
7. **Borton Ave:** ARRA Funding
8. **ARRA Funded Projects Added:** Truman Parkway/Woodside Ave Rehab, Wilder Rd Rehab,
9. **Bay-Arenac Dr:** Added in 2010 (STUL funding)
10. **EPE/PE/ROS Trunkline GPA:** Added in 2009
11. **I-75 Rehab:** Added in 2010